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VOLUME III, NUMBER 3

CYCLE NEWS

WEEK OF THURSDAY, JANUARY 27 TO FEBRUARY 2, 1966

EUROPEAN DESERT SCRAMBLES BY TWO CLUBS

Photos by Carl Bartlett and Larry Haley

For a successful day of European scrambling the Spokebenders got together with last year's new club Greyhounds MC down Mojave way, Sunday, Jan. 16.

The dual event was organized to allow riders to have a fling on both courses. Different classes were staged at different times during the day, enabling the riders to switch from one course to the other.

Weather was bright, windy and cold. Cold, that is, for the spectators, but just about right for the riders. They seemed to enjoy the crisp breezes that swept competitors' dust from the course, allowing them to ride each other's draft, mile-style, through the tules.

Races were started with engines dead, all riders cranking up after the flag had dropped. Seemed a fair system to this correspondent. No flag-jumpers creeping forward with slipping clutches, and a minimum loss of time due to pre-start hand waving.

First event away was the 100cc class after a delay due to some latecomers among the 267 entries. First man home with a long lead at the end of the three laps, was J. Morgan on a Hodaka.

Next followed the 250's, with Novices, Amateurs and Experts running in different events. These, and the Open Classes were run on a time basis, with the yellow flag coming out for the leader after the time limit had elapsed. The checkered flag followed the customary one lap later.

Among the Experts Greeves ace Gary Conrad took an early lead but fell back with engine trouble. After a lengthy duel Greeves mounted B. Belt took number one position at the finish.

Sandwiched between this and the Open came the sidehacks. Result, by a wide margin was a win for J. Stevens and C. Nehlos, with M. Glosh and M. Ovaldson second on their Harley-powered chariot.

When the Open Class got started on the Greyhounds course the business got really serious! After their first run of the day with the Spokebenders they were really warmed up. The Novices and the Amateurs amazed the onlookers, and themselves, with their varied and unique riding styles. There were 60 mph speed wobbles, plus front-wheel wheelies to add to the thrills.

The Open Amateur was the outstanding race of the day with the first three places being closely contested right to the line.

At the finish it was #16 A. McKnight on a Triumph.

To wind up his day Ron Nelson made no mistake in the Greyhound 500cc Experts, in which the 'top boys' made the rutty course look as smooth as silk with their polished performances.

Ron took the lead in the first lap and never looked back. Widening the gap all the way he roared home to win by a mile.

Number one plate Mike Patrick steered in to victory in the Greyhounds Open Expert division.

Everyone was pleased to have the day's pleasures finish in daylight, enabling them to make a smooth start for home and warmth. Temperatures were said to be in the low 40's out there. (*Results on page 12*)

(*More photos on center spread*)

SINNERS ELSINORE TT SCRAMBLES

The Sinners M.C. had great weather for their Jan. 23rd Elsinore meet, and got everything off in great shape, including having the results completed early.

Honda-mounted Keith Mashburn took the 100cc Amateur class by storm, so maintaining his impressive record of current victories. Some of the best riding for the day was seen in the 250 Expert Class where competition is always fierce. Doug Yerkes and Lee Stumpenhaus fought it out all through the semi and repeated again in the Main, although they were back from the leaders.

Happiest rider was Dan Kelly who out-

SHORT TRACK ACE KIETH MASHBURN, TURNING RIGHT FOR A CHANGE.

rode the redoubtable "Feets" Minert and the "James" boys, Hunter and Bassey, to win first place in the 350-500cc Expert Class. He not only beat them, but he beat them well. Everyone of the vanquished has, at one time or another, held the #1 plate. In all fairness, Chuck Minert's 2nd place was well-earned. He was riding a 21" Beezer and it was the Enduro model at that.

Dusty Coppage took Open Class honors after Bill Riley came a cropper in the second lap, breaking up what could have been a real scrap.

(*Results on page 12*)

DISTRIB. RAPS D.M.V. "GOOF"

CYCLE NEWS TO THE RESCUE

California Department of Motor Vehicles official Jim Tillery conceded last week that the department had erred in issuing a misleading "Summary of Important Legislation" to some 12 million California vehicle owners. In its summary of controversial section 23127 of the Vehicle Code, sent out with 1966 license renewal forms, the Department alleges, "Motor vehicles, including motorcycles and scooters, may not use private or public hiking or horseback riding trails . . . ."

Called to task by U. S. Suzuki executive John C. McCormack, the DMV was accused of misrepresentation, prejudice and endangering both a major California industry and state tax revenues. In a lengthy letter addressed to DMV Director Tom Bright, McCormack called the statement an "irresponsible and dangerous misrepresentation of the law," and termed it "a multi-million dollar blunder."

Section 23127 does not prohibit use of either public or private lands to two or four-wheeled sports enthusiasts. It is basically a posting law that provides minimum standard for placement of signs and prohibits riding of vehicles in areas so posted, unless the rider has written permission to do so.

McCormack requested that the department mail retractions of the interpretation to every person who received a summary card.

In a separate letter to the Governor, McCormack, the motorcycle industry's top spokesman, suggested establishment of a screening board that would give prior approval to "all D.M.V. statements pertaining to the law of the State."

He recommended establishment of a high level fact finding board to conduct a major study of all phases of California Vehicle Legislation. The purpose would be to "strengthen existing legislation, and eliminate any glaring confusions, ambiguities or inconsistencies in the State's Vehicle Code."

He suggested a moratorium on all major vehicle legislation until a thorough study can be completed, and specifically included smog measures.

McCormack also asked for establishment of a State commission on Motor Sports Vehicles, "similar in composition and purpose to the Los Angeles County Committee on Motor Sports Vehicles." The latter committee was formed under auspices of the Los Angeles County Board of Supervisors by Supervisor Warren Dorn.

The State Commission would be financed from motorcycle, jeep and scooter license fees.

MAJOR "OVERSIGHT"

Tillery attempted to minimize the blunder by calling it "an oversight." He denied that the error was deliberate or the result of prejudice. Tillery stated that mailing out retractions "could cost more than $400,000" and that the normal news media, rather than the state, should straighten out the confusion his department has caused.

As one of those upon whom Mr. Tillery has so gallantly transferred the buck, this newspaper wishes to thank him for his confidence in the power of the press, and to ask him, confidentially, how much it cost the taxpayer to be told he couldn't go

(*Continued on page 7*)

ROAD RIDERS BALL

By Robert O. Fee

Road Riding Motorcyclists and their friends, 387 strong, crowded the Pomona Elks Lodge Saturday evening, January 22nd for an evening of dancing and honors.

The first award of the program was the Peacor Memorial Award presented to Mrs. Bea Rathbun by the Committee for Better Motorcycling for consistent and outstanding efforts to improve the sport. Mrs. Rathbun received a standing ovation as Neil Butts, '65 RRC Chairman, pinned the gold medal to her dress.

Master of Ceremonies Dick Gallo and Ken Harrison awarded the trophies for the '65 RRC participation contest. Male Solo winners were: Vern Selby, 1st; Bob Scholz; J. M. Jones; Don May; and Dick Jerry, 5th. Women Solo winners: Ann Collins, 1st; Isabel Hetrick, Lee Rarrison, June Kampf, and Arlene Plumber, 5th. Passengers: Emily Scholz, 1st; Dolores Jones, Norma Snyder, Vi Mitchel, and Sadie May, 5th. (*Continued on page 7*)

Voice of California

HEARTENING CONTROVERSY

Received the first issue of CYCLE NEWS for 1966 today and enjoyed it mucho.

Was especially heartened to see the inclusion of the thought-provoking article "CONTROVERSY", this type of open discussion of our problems is a healthy one for the betterment of motorcycling.

I believe something should be done for the fun-loving off the road riders, and the rapid disappearance of their playgrounds.

What motorcycling group or groups should spearhead a drive of this kind I don't know. Perhaps a combination of Dist. 37 Sports Committee and the Dealers Assoc., with clubs writing the appropriate officials for backing up proposals.

I believe CYCLE NEWS is in the best position to get the ball rolling with your all-round coverage.

Sure am glad to see California with a healthy weekly like CYCLE NEWS.

NORMAN WELLER
Bishop

EDITOR — We have some projects in mind to help secure off the road riders' rights. At present there is no official local dealer association except for single brand associations.

NOTE FROM THE EAST

Good luck with the venture. Here's my 15c for a sample copy. And some reviews of my work that you may find amusing.

Jay Barney
New York

CALENDAR OF EVENTS

SUNDAY, JANUARY 30, 1966

HARE SCRAMBLES. By the Dirtdiggers MC. Limed from Adelanto. Sharp at 10:00 a.m. $3.25 entry. Point event, 75 miles, trail bikes and hacks welcome.

TT SCRAMBLES. Foothill Hawks MC. Points event 8:00 a.m. Small bikes.

ROAD RIDE. Sociables Poker Run. Start Laidlaws H-D Agency, 8351 E. Garvey, S. San Gabriel. Between 8:30 and 9:30 a.m. Phone 324-8457.

SATURDAY, FEBRUARY 5, 1966

INDOOR SHORT TRACK — First night of indoor racing at Long Beach Arena. Practice begins at 4 p.m. AMA rules apply. Eighth mile track, smooth cement surface. Pump gas up to 250cc classes. Racing starts 8 p.m. Admission $2.00 general, $2.50 logia. Ocean Ave. exit on L.B. Fwy., past pike to Arena.

DRAG RACES. Lions Associated Drag Strip. Special Classes for the ladies. Must have own machines. San Diego Fwy. to Alameda, south one block then left to Strip. Full leathers for gas or fuel. Levis o.k. in street class.

SUNDAY, FEBRUARY 6, 1966

GOLD RUSH ENDURO. Sponsored by Prospectors MC. AMA sanc. District 37 Point Run. License and mufflers required. First team off at 8:00 p.m. Limed east from Barstow 20 min. driving time on Hwy. 91. Bring own gas, none at start or gas checks.

POKER RUN, Hi-Way Kings. At Long Beach H-D. Starting time 8:00-9:30 a.m. Don. $1.25. Trophies. AMA sanc.

TT RACING— Ascot Park Season Opener. Pit Gate opens 10:30, racing begins at 1 p.m. 189th St. and Vermont in Gardena.

MONEY EUROPEAN SCRAMBLES. Presented by Don Watkins. This and every open Sunday in '66. New course every time. Limed from Hwys. 395 & 66. No sanction points or trophies, just cash. Min. of $25.00 for first in each class. All desert rules and rider classif. adhered to. Prompt start 8:30 a.m.

SCRAMBLES by Oilers MC. at Dehesa in Harbison Canyon. From El Cajon take Jamacha St. South to Dehesa Rd., past Singing Hills Country Club.

FRIDAY, FEBRUARY 11, 1966

DRAG CHAMPIONSHIPS. First of 3-day A.H.R.A. Winter National. Records to set in every class.

SATURDAY, FEBRUARY 12, 1966

INDOOR SHORT TRACK — Long Beach Arena. AMA sanctioned. See Feb. 5th.

SUNDAY, FEBRUARY 13, 1966

ROAD RACES — Annual A.C.A. Challenger events at Willow Springs course.

POKER RUN by Jewel City Diamonds, call (213) 255-6288 for information.

NATIONAL CHAMP., HARE & HOUNDS, by Hilltoppers MC. Limed from Y in Lucerne, and also from Barstow. 10:00 a.m. sharp. Souvenir and Finisher pins. AMA point run.

SPORTSMAN HILL CLIMB — Bakersfield Revelers M.C. event at Outlaw Canyon, limed from Hart Park, Bakersfield. Admission $1. Practice starts 9:00 a.m. First event at noon.

SATURDAY, FEBRUARY 19, 1966

DRAG MEET. $1000 purse for fuelers. Lion's Associated Drag Strip in Long Beach.

CYCLE NEWS
(the Voice of California)

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A MOTORCYCLE JOURNAL

The story of two young racers (later joined by a third) who journeyed from California to the East, growing up along the way, continues. We rejoin our young heroes, still in Arizona . . .

By Jim Nicholson, Marty (Mark) McDonald and Jim Ashmore

March 17, 1963 Sunday

DAY AT THE RACES

We worked on my bike all night that day we went to the races. I didn't have my bike together so I couldn't ride. Jim rode practise and the number one light bike rider was watching him pretty close. Then it started raining. They called the race off but held one race for the little bikes and one for the big bikes. Jim blew up his bike so he didn't finish. Then we went over to Arvin's house (that's the guy Jim was talking about) and worked on my bike some more. They gave us a real good supper, chicken. then we went back to the desert and went to bed.

—Marty McDonald

March 18, 1963 Monday

BIG DAY

Went to the shop and finished working on Mark's bike. Arvin came down to the shop then we went to his house and fiddled around for a while then back to our camp and went to sleep.

—Jim Nicholson

March 19, 1963 Tuesday

LOOKING FOR A JOB

Went down to the unimployment office we had a heck of time finding it. One gas station we stopped to ask for some information and one kid asked if we were selling Scramblers (a advertizment newspaper.) I commented that we should write M/C beside the lions on the doors. Well anyway, we finally made it down to the employment office we had to wait about three hours there and was it ever mobed with people. Well we didn't have any luck there they just told us to go back to California.

We dicided to go on further up to Tucson. After we told everyone we were leaving we went to Arvin's house to get the TR and the parts to my scooter, a buddy of Arv's painted up a number plate for Mark. The rest of the night we watched movies and the television and Arv cooked us some dinner. We loaded up our stuff and Arvin gave us a bunch of tools he said he had two or three sets of them. He also packed up my cylinder barrel in a box, all I got to say is I never in my life have met a guy so willing to help a person as he. Both of us are really grateful for all that this person has done for us.

—Jim Nicholson

March 20, 1963 Wednesday

OLD MAN AND HIS DOG

Got up early about 9:30 ate breakfast packed away all our junk and headed out for Tucson. On the way we stoped at a gas station to ask directions, and a man there owned a Yamaha 5 speed road bike, Mark took it for a ride up a road. We got into Tucson about 3:00 p.m. and went down to the Triumph shop and later down to the Greeves shop. On the way into the shop I noticed one of Nick's advertising posters, the one where I won the South Pacific Coast Championship TT. My name was real big and it was right on the front window. I know it ain't nothin great but it did seem kinda strange us being so far from Calif. and all. The guys at the shop were real friendly they seemed like real good guys. Mark asked them if we could work on my bike there and they said it was ok.

(Continued next week)

CONTROVERSY

PART III AND CONCLUSION

By Breezefinder

"That isn't right. I protest!"

"You protest what?" replied the rally official.

"Your flyer said the deadline was 2 p.m. My wife is starting dinner on that basis and if you extend it, I'll be late. I protest. Look at the rules."

"What rules?" retorted the official. "The AMA doesn't have rules that cover our rallies, and the RRC rules say nothing about it. Therefore it is up to my whim and if your wife burns the stew waiting for you that's tough."

UNFAIR?

This dialogue is not entirely fictional. The situation actually existed—not once, but on most of the RRC rallies in 1965. The reasons range from the sublime to the ridiculous; "somebody ran out of gas" or "so-and-so was late at the start."

"Inconsistent! Unfair! I protest!" These cries are becoming louder and more vocal as the So. Calif. Road Riding Clubs continue to ignore the demand of participants in road events for a set of rules that are fair and will be consistently applied on all RRC rallies. No one knows how many riders never say a word—they just quit attending.

NO RULES

Unfortunately there are no rules to protest. The late Darrol Peacor, one of the most progressive and forward thinking supporters of motorcycling, took the first step toward a realistic set of rules. Filling only one page, Darrol introduced them on the '65 High Sierra Run and himself referred to them as "Imperfect, almost unworkable, but a starting point." Unfortunately Darrol passed on before he could call the conclave that he planned and hoped would refine his admittedly crude beginnings.

Ivan Gay, a chairman of the Committee for Better Motorcycling, took up Darrol's mission. He culled the AMA rules book and rewrote what applies to road rallies, deleting the competition terminology. Together, he and Ken Harrison, another chairman of the CBM, rewrote the AMA protest procedure, tailoring it for the RRC. Ken and his wife, Lee, created a system of judging that left the greatest possible latitude to the judges and yet could be recorded on paper and kept on file. This alone was quite a feat when dealing with such intangibles as beauty contests. But they knew their ideas were not perfect.

October 17, 1965, Harrison and Gay called a meeting of people who, like Darrol Peacor, were unafraid to change the status quo and interested in meeting the challenge of their sport. For eight hours without break, the noise, chaos, and charged atmosphere as from 12 to 18 people discussed, argued, cajoled and shouted, defies description. The draft was rewritten and the same scene was repeated November 7th. Two weeks later the fourth draft was discussed word for word and minor changes made. The work was done. Work that had been ignored by the RRC for over 3 years due to nothing more than apathetic complacency. But it still wasn't perfect. There were many people with good ideas that didn't get to the CBM meetings. They could not be ignored; so out of his own pocket, Ivan Gay had 40 copies of the proposed rules printed and distributed to the RRC clubs at the December meeting. The cover letter asked for their ideas and suggestions for the final draft. A month later not one had been received.

APATHY AND OBSTRUCTIONISTS

Irrespective of their need and the demand for them, getting the rules adopted is a major problem. A small minority of extremely vocal objectionists consistently shout down any efforts to change the status quo and the majority of the RRC assembly seem afraid to counter them. The vocal few claim the member clubs will be de-

(Continued on Page 3)

CONTROVERSY *(Continued)*

prived of their autonomy if the RRC adopts a realistic set of rules. Autonomy seems to be defined as: "The club's right to promote a run in any manner whim dictates without regard to the riders and with no controls whatsoever." Yet the same persons have no qualms about dictating to the member clubs the conditions of membership and participation in the RRC (i.e. calendar seniority shall be established by the member club's attendance at RRC meetings).

The same few totally ignore or are ignorant of the fact that RRC rallies have been corrupted when considered in the light of AMA rules. It is not that the AMA does not have rules for the RRC type of program. The RRC runs used to be conducted (many years ago) to the AMA rules and could be so conducted again. In fact, if the RRC fails to provide realistic rules as the AMA desires they do, the alternative is to conduct RRC runs to the AMA rules, unsuitable as they are. This can be done if any rider with a spare $10 or a referee of some club has the guts to start a meaningful protest.

The rules developed by the CBM could be submitted directly to the AMA Competition Committee for incorporation into the AMA rules and thus become binding on the various clubs through their AMA Charter and sanctions. But the chairmen feel that the RRC should have the first opportunity to rule their own ballpark.

An example relating to the opening dialogue: General Rule #17: *No established deadline shall be extended for any reason except by unanimous consent of the RRC Referee, his staff, and all entrants checked in prior to the deadline. Any rider arriving after the deadline shall be allowed to enter any remaining contest of the program at the discretion of the promoting club.*

Read it carefully. What could be more fair? The only persons that will be inconvenienced by this rule are those too lazy to rise and make the start till late; those who dawdle along the route; those careless with the maintenance of their machines and suffer breakdown; and the very rare unfortunate who suffers a mishap and may not finish the run at all. In each case why should those sincere cyclists who did set their alarm and maintain their machines be inconvenienced by the whim of one or more vacillating officials? If there is no inconvenience then all entrants will consent to the deadline extension.

YOUR CHANCE TO SPEAK UP

These rules will come up again at the February 7th meeting of the RRC. All club members and outriders who feel that a realistic set of rules are needed should attend and make their desires known. The address is: 1300 E. Valley Blvd., Alhambra, 8 p.m. Use the rear entrance of the Prudential Savings and Loan. The RRC reps need some pressure to jar their complacency. *"Complacency is the satisfaction with things as they are; a rejection of things as they might be."*

The Voice of California encourages comments from readers regarding the situation described by *Breezefinder* in this and the previous two articles on the state of road riding in California. Do you feel that organizations have been doing the job, or do you side with *Breezefinder?* How can road riding improve or do you think things are fine like they are now? Write (please, no more phone calls) "Voice of California" c/o Cycle News, Box 498, Long Beach, Calif.

Best comments will be published. Pen names may be used.

DESERT TRAIL BIKES BOOMING

How rapidly our sporting scene is changing! Early in 1965 the small bore trail bike riders were seriously concerned as to whether they could muster enough enthusiasts to make up a 100cc Class. But by the end of the year entries for these events were running at a total anywhere between thirty-five and sixty. And, delightful thought, this included no less than six attractive lady participants.

We are happy to raise our skid-lids in salute to Betty Price, Rose Martino, Helen Cole, Jan Ditson, Lynn Wilson and Irene McClain, shown here.

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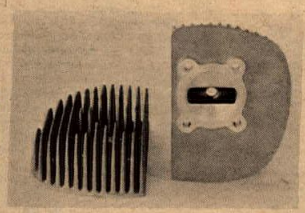
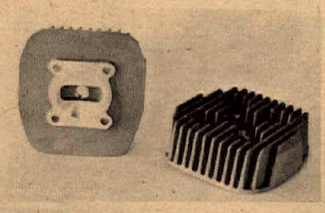


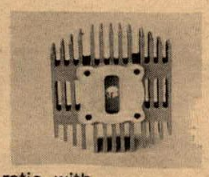
Sure you can "keep up" on your 250 Yamaha, but why not be the "leader of the pack?" Bolt on a pair of J&R heads and see for yourself. 11.6:1 C.R. adds instant power, may require bigger jets. Safe for street machines, recommended for racers. First quality heat treated aluminum with cast-in trench combustion chamber, machined squish area. Available for short reach or long reach plugs. Send careful tracing of bolt pattern when ordering, as they vary.



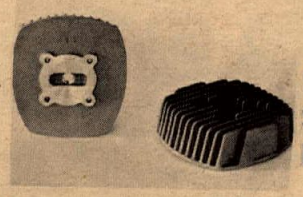
HODAKA 90 HIGH COMPRESSION SPORTS HEAD

Heat treated 356T6 alloy head and trench chamber permits 11.6:1 C.R. without detonation.

YAMAHA 80 SPORTS HEAD



11.6:1 compression ratio without detonation is now possible, thanks to the J&R engineered, "controlled combustion" trench chamber. Have more power, more top speed at no cost in dependability. J&R heads are better than stock, yet priced lower than the Japanese article.



79cc SUZUKI SPORTS HEAD

Get at your Suzuki's potential with compression (11.6:1) to make it go, yet not blow. "Controlled combustion" chamber makes the difference. Exclusive Trench gives flame front space to expand before putting max. pressure on piston crown. Supplied with soft alloy gasket.

— SOON TO COME — SUZUKI 150 Olympian and X-6 HUSTLER heads!

See your local "better" J&R dealer . . . .

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B & W Enterprise, Inc.
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Berts of Azusa
915 W. Foothill Blvd.
Azusa, Calif.

Berts of La Puente
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La Puente, Calif.

B.N. Supply
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Boe's Cycle Mart
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8421 Rosemead Blvd.
Pico Rivera, Calif.

Competition Cycle Sales
505 W. Ave. H-8
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Crescenta Valley Sport Cycle
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Crowell Cycle Shop
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36153 N. Sierra Hwy
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Don's Escondido Cycle Shop
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House of Yamaha
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International Cyclery
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Irv Seaver Motorcycles
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Jan & Gary Yamaha Sales
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J & T Cycle Works
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Jenkins Sport Center
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Jenkins Sport Center
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Long Beach, Calif.

Jardine Sport Center
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Lemar Cycle Center
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Macklins M/C Service
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Oceanside Cycle Center
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Suzuki Fun Center
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The Two Wheeler
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J&R ENGINEERING
1857 Merced Street
El Monte, California 91733

EAST VS WEST

One of the Southland's best known and well-established Harley-Davidson dealers has placed into competition another Fuel bike to stand up against the assault team of Harleys being sent from the East Coast for the Feb. 19th drag meet at Lion's. The dealer/sponsor is Laidlaws of San Gabriel and the rider/owner is Howard Allen. Sunday at Fontana, Allen turned 11.22 and 128.58. He does not plan on going slower, only faster! The Harley is a 61 cu. in. and running on nitro. Another new bike is Mel Disharron's new dragster. At Lion's he turned in the 12 second bracket on gas. The bike has been very carefully constructed and is extremely clean, yet "Dish" is not satisfied and promises some changes. With fellows like these, plus Bob Michaels, Bruce Millar and Ed McDonald, the East Coast team is not going to win any of the marbles easily!

Cycle Alley

By R. A. Ebeling

MONEY ! MONEY !

How would you like a supplement to your income with a $25 raise in pay? It could even be more! Don McEvoy won two E. T. brackets at Fontana this Sunday, for a total of $85.00. Two of his bikes won two classes, of course. If your bike can turn better than a 15 second run, you qualify for a chance at twenty-five dollars at Lion's on Saturdays. Your choice of E.T. brackets for $$ or trophies on Sunday, at either strip.

Everyone tries to do better and Brick Price lowered his past E street class record to 16.26 E.T. and 77.58 mph. One surprising thing is that Brick uses his bike for daily transportation in this modified form. The bike is a 175cc (160 stock) Honda. His speed and E.T. are about the same as the average stock 305 Super Hawk, even faster than some with standard gearing.

A new drag bike for the 250cc class is a Yamaha which was built and is ridden by Bob Braverman. The bike ran well but not fast enough to shut down Ron Knapp's two-stroke terror. Ron won the class with a 13.40 and 98.09.

250's GET A BREAK

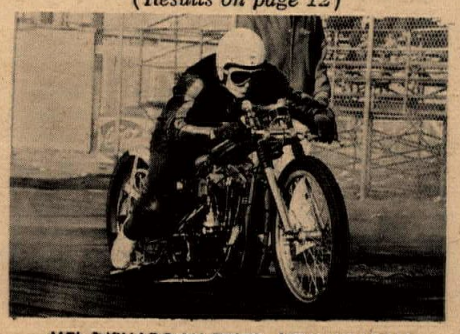
In the past the 250cc bikes have had to compete against others up to 350cc. In order to be fair we are adding a new class break at Lion's and Fontana. D class will now be 251cc to 350cc, E class 175-250cc and F class 0-175cc. We hope that sounds a little better for some discouraged competitors.

Sunday brought the first BMW I have seen entered in drag racing at Lion's. The bike was owned by Gerald Burnaugh and is his reliable daily transportation. He won C street turning 16.24 and 82.49. I almost feel like we've seen them all now, and yet no one has run the quarter with a Sidecar and passenger.

The D street class at Lion's was won by Mike Murata on his Honda. The win was not easy because there were 18 bikes in his class and he took the final elimination turning 15.66 and 79.57. He really deserved that trophy. D street at Fontana was faster. Rondall Baselt turned in his winning ticket showing a speed of 84.03 and E.T. of 15.27.

Now added to the Awards for the February 19th meet are two large trophies. One of these awards should be more desirable than the money. It is for the Finest Sportsman. The second trophy we hope no one wins. It is a hard luck award.

(*Results on page 12*)



MEL DISHAROON TESTS NEW WEAPON.

BULTACO AT ELSINORE

Jan. 23rd Results

175 Am Moto
1. Rollie Clark ------- Bul

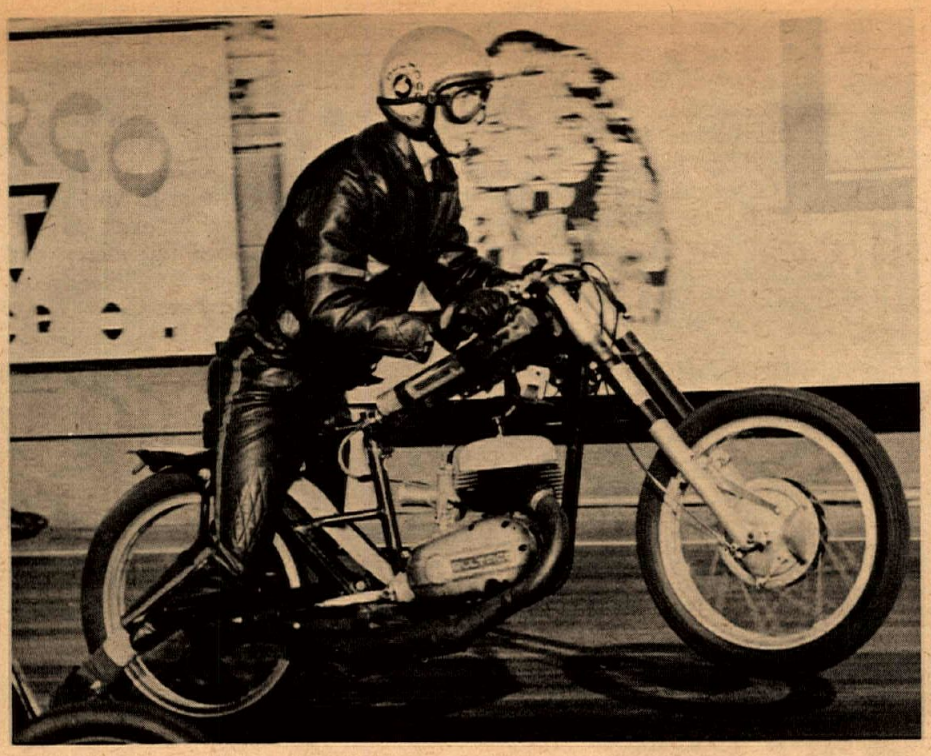
175-200 Ex Moto
1. Dewayne Jones ---- Bul
2. Dave Smith ---------"
3. Don Ehrhardt -------"
4. Gary Jones ---------"
5. Allan Lewis ---------"

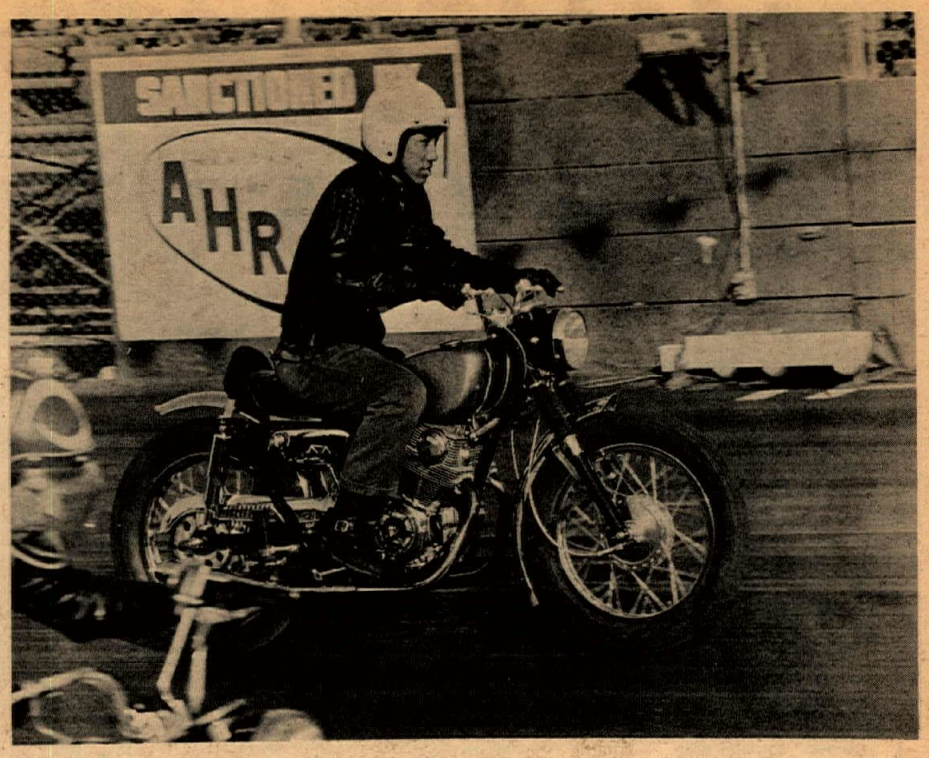
200 Am Moto
1. John Bradford ----- Bul

250 Nov Main
1. Jerry Hansen ----- Bul

250 Am Moto
1. Sal Acosta ------- Bul
2. Ken Sparkman -----"

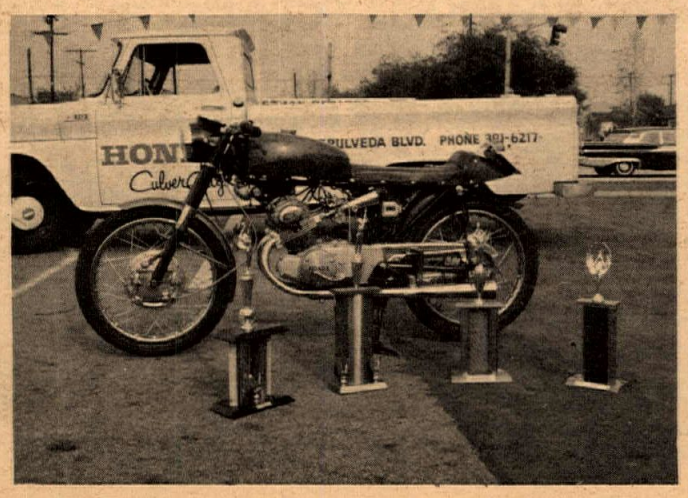
250 Ex Main
2. Lonny Walter ------ Bul
3. Walt Smith ---------"
4. Carl Patrick -------"
5. Steve Scott ---------"

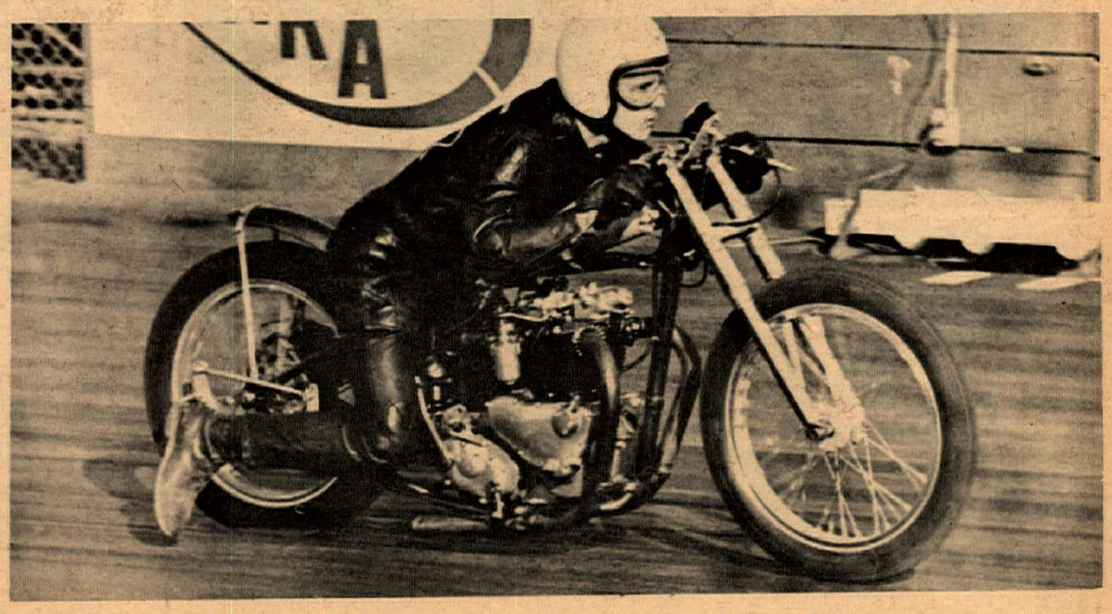




ABOVE: STEVE ANDROFF, ALWAYS A CLASS WINNER. TOP RIGHT: D STREET WINNER MIKE MURATA TOPPED ELIMINATIONS AT LIONS SUNDAY. BELOW: BRICK PRICE'S 175 (NEE 160) HONDA. RIGHT: JOHN SAVER HAS ONE OF QUICKEST SINGLE TRIUMPHS IN THE **GAS CLASS.**

PHOTOS BY DENNIS GREENE





SOUTHERN CALIFORNIA'S NEW
FAVORITE INDOOR SPORT

SHORT TRACK RACING IN
The Long Beach Sports Arena
A.M.A. Sanctioned
SATURDAY BEGINNING 8 p.m.
FEB. 5, 1966

Loge seats 2.50, genl. adm. 2.00
presented by Trojan Enterprises
Arena one mile from end of
Long Beach Freeway on Ocean
(at Rainbow Pier)

RICHMOND RAMBLERS SCRAMBLES

Photos and Report by George Martin

Plenty of rain the week before and a rougher-than-ever scrambles track made for an exciting day of racing at the Richmond Ramblers club grounds in Richmond Sunday, Jan. 9.

The club decided to run their usual course backwards this time, and threw in a couple of mudholes and a long, steep hillclimb for good measure.

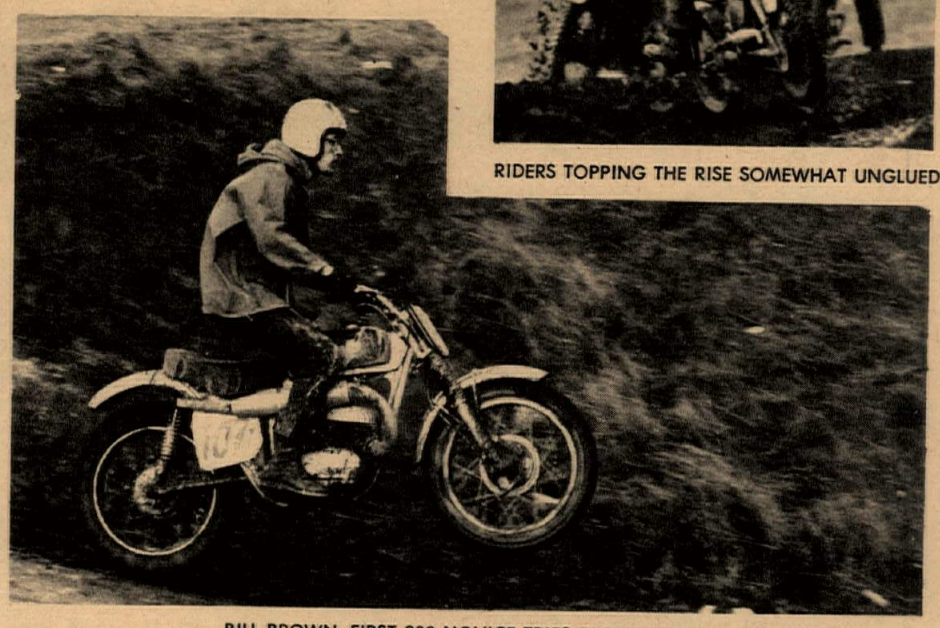
About 100 riders competed in the exhausting event, over a course which featured a backwards jump (the ground just drops off beneath your bike) and a 10-foot cliff to scale (too fast and you shoot off into the blue.)

Don Brumbelow of San Pablo piloted his BSA to victory in the 500cc Amateur main event, followed by Jerry Parsons and Jim Snodgrass, of Richmond and El Sobrante respectively.

The expert events were run moto-cross fashion. Frank Diaz of San Pablo beat John Moss of Alameda (both on Bultacos) for the 250 event. In the 500, Modesto's Ray Huff rode his BSA across the line ahead of Larry Davidson (Triumph) of Berkeley and Triumph-mounted Byron Farnsworth of Redwood City.

(*Results on page 13*)

RIDERS TOPPING THE RISE SOMEWHAT UNGLUED



BILL BROWN, FIRST 200 NOVICE TRIES FOR ALTITUDE.

OPEN TO ALL RIDERS A.M.A. SANCTIONED SPORTSMAN
ROAD RACING
CARLSBAD RACEWAY
P. O. BOX 26, CARLSBAD, CALIFORNIA
SUNDAY, FEBRUARY 20th.
GATES OPEN 8:00 A.M. FIRST RACE 12:30
PALOMAR AIRPORT ROAD 7 MILES EAST OF 101

1966
APPLICATION FOR SPORTS COMMITTEE NUMBER

DISTRICT 37 SPORTSMEN:
Send application for your 1966 riding number now! Obtain forms from appropriate committeeman listed below. Fee: $2.

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HVY. WT. SCRAMBLES
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Sherman Oaks
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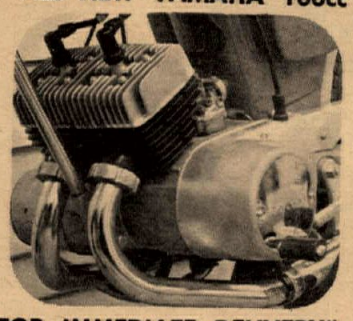
LT. WT. SCRAMBLES
Darwin Ballard
7686 El Escorial Way
Buena Park
523-1504

HVY. WT. DESERT
Cal Makela
207 North Gladys
Monterey Park
AT 0-5597

"ALL NEW YAMAHA 100cc



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BULTACO WESTERN
11418 BURBANK BOULEVARD NORTH HOLLYWOOD, CALIF. TRiangle 7-2400 - POplar 9-0441
FINAL CLEARANCE SALE
ONE EACH LEFT

200cc Sherpa "S" Scrambler, 1964 Good condition, Hi exhaust, 5 way adj. rear shocks, folding pegs $485.00
1962 Triumph 650cc, "Full House" engine. Full custom chrome goodies. "Must See" $615.00
M-15D Suzuki. 55cc, Black, with electric starter $225.00
250cc Yamaha, Ascot Scrambler Ascot ½ mile bike. "Ready to go". Spool hub $395.00
Yamaha, Ascot Scrambler, 1963, 250cc, 1 hour on rebuilt engine, custom seat and tank. Excellent running condition. Tach $475.00
250cc Greeves-Challenger, 1965, all gears hardened. Barnet Clutch Plates, H & S handle bars, Alloy rims, only 2 races on new cylinder and piston $625.00
200cc Sherpa "S" Scrambler, 1963 New TSS Rod, rebore & piston $445.00
200cc Sherpa "S" Scrambler, 1964 New 5 way adj. Rear shocks, new Pirelli Tires, excellent cond. $485.00
Guazzoni - 175cc with spares, rotary valve. Less than 100 miles on engine $195.00
Parilla - 200cc. Good condition $175.00
200cc Sherpa "S" Scrambler, 1963 $425.00
175cc Mercurio, 1965. Street machine. 18 hp. Excellent cond. $425.00

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Greeves
riders would rather win than switch!
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DMV (*Continued from page 1*)

where he has every legal right to be? $100,000? $200,000?

We respectfully remind Mr. Tillery and Mr. Bright that last year motorcycle sportsmen paid more than $2 million directly into his department's coffers for license fees alone, to say nothing of the state taxes paid annually by the $52,000,000 a year California motorcycle industry. We ask Messers. Tillery and Bright, rhetorically, how much they reckon horses and pedestrians contribute for their longed-for "exclusive" use of public and private trails?

Here we wish to state clearly that we are in favor of horses; they fertilize the soil. And hikers are okay too, we guess. As long as they don't litter.

SIERRA CLUB AT WORK?

But we suspect that beneath this "oversight," if Mr. Bright dared to look, he would discover the fine malevolence of the so-called "Sierra Club Vigilantes" at work. (For the benefit of those who haven't yet encountered these worthies, the Sierra Club is an organization of wealthy "conservationists" who are banded together against all motor sportsmen to keep the unpaved portion of California for their own exclusive pleasure.) We ask Mr. Bright, again rhetorically, besides loud lobbyists and mouthpiece legislators, what has the Sierra Club contributed to this state?

Has anyone ever seen a license plate on a horse?

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road (*Continued from page 1*)

Charlie Brown and the members of the Ace of Clubs presented the former LaVonne Peacor with an outstanding trophy commemorating the many accomplishments, especially the drill team, of her late husband, Darrol Peacor. The trophy built by Henry Van Wyk's Colorcraft Co. to the specifications of Charlie Brown, features a lamp, 13 gold motorcycles, and a photograph of the drill team led by Darrol.

Ken Jones of the CBM presented a plaque to J. M. Jones for Dave Case in appreciation of his voluntary service as Santa Claus to the Hope House and Samaritan Home. At the time, Mr. Case was not affiliated with the RRC.

The Ace of Clubs took the perpetual trophy for club attendance at RRC events. They attended 56%. The runners-up were the Lucky Wheels with 48.7%.

Dancing resumed and continued until 1 a.m. interrupted only by the drawing for the Door Prizes and the installation of '66 officers.

Officers for 1966 are J. M. Jones, President; Ivan Gay, V-Pres; Ann Collins, Sec; Bob Adsit, Treas; Darol Steen, Sgt/Arms; Lee Harrison, Chart Steward; and Ken Harrison, Referee.

TEST YOURSELF—

Motorcycle businessmen can be roughly divided into two categories, good dealers . . . and the other kind. See which kind you are by answering the questions, then score yourself.

1. Have you ever sent a customer to your competitor up the street for an item you didn't have in stock? ☐ Yes ☐ No.
2. Do you offer services not related to the M/C trade (saw sharpening, keymaking, lawnmowers, etc)? ☐ Yes ☐ No.
3. Do you feel you already have all the business you can handle? ☐ Yes ☐ No.
4. Do you feel that to expand now would be unwise, since motorcycling may be a passing fad? ☐ Yes ☐ No.
5. Has CYCLE NEWS helped you in any way? ☐ Yes ☐ No.

HOW TO SCORE

1. If you answered yes to this one you are a good guy, but a good dealer would know that if he didn't have it, nobody else could either.

2, 3, 4. Those who answered yes to all three of these should stay after school.

5. If you answered yes to this and no to the other four questions, congratulations, you are a Good Dealer and entitled to a cup of coffee on Cycle News any time you're in the neighborhood. If you honestly answered no, it may not be your fault. Write and ask us to point out all the many ways we *can* help. Because if you have an otherwise perfect score, you are *our kind of dealer!*

You're in Good Company

SERVICE MANAGER CLYDE LITCH —With years of training and racing success behind him he knows what your cycle needs to keep it performing the way you want it to

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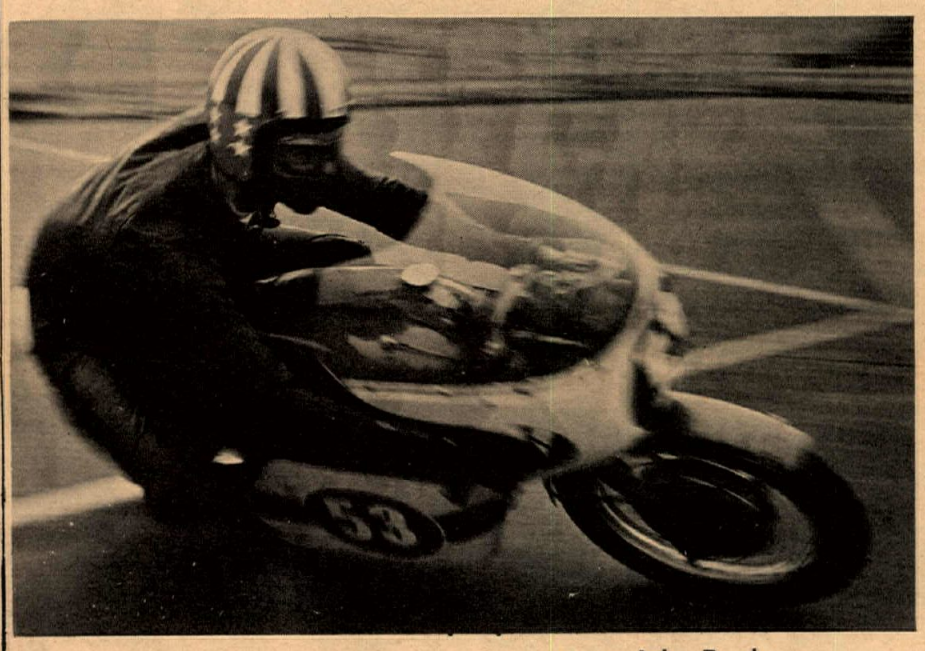
FEBRUARY 6th(races begin at 1 p.m.)

AMA Sanctioned

100-LAP TT MARCH 6th. 33 RIDERS

Ascot Park 183rd & Vermont — Off Harbor Freeway

YAMAHA DOMINATING ROAD RACING AGAIN - SO WHAT'S NEW?



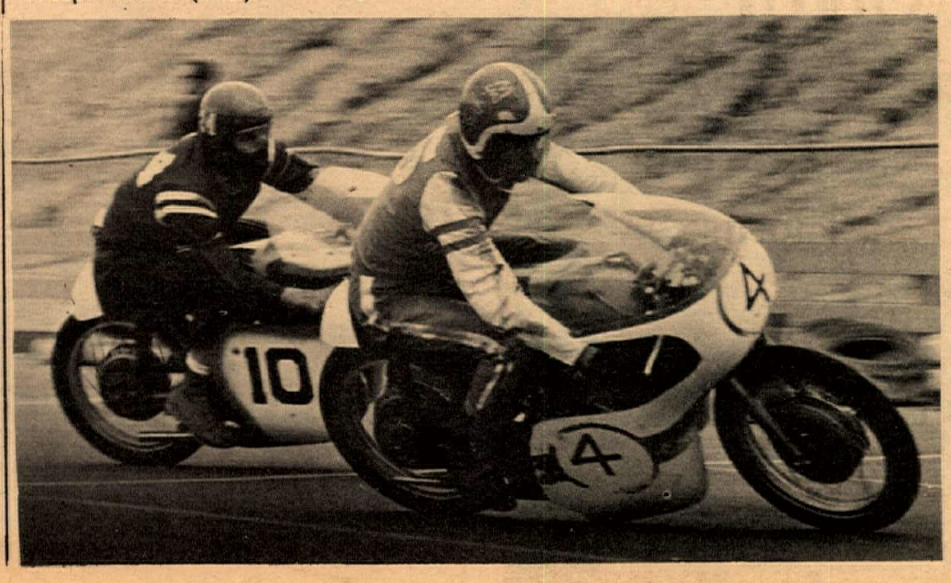
John Buckner

In the first two road races of 1966, Willow Springs on January 9 and and Carlsbad on January 16, Yamaha met some competition that had been rumored to be pretty stiff, and swept the boards, 1-2-3 at both races. Racing fans seemed to take the news with a "Ho hum, what's new?" attitude. Its become such an accepted fact of life that Yamaha dominates the 250cc class that it is only news when some other brand wins a race.

Pvt. Tony Murphy

At Willow it was John Buckner in a brilliant ride to edge out Buddy Parriott and Gordon Jennings - with all three aboard Yamaha TD-1s. The following week at Carlsbad it was popular Ralph White taking the checkered flag closely followed by Chuck Jones and Dickie Newell - all Yamaha mounted.

Ralph White (#15) Leading Chuck Jones



Apparently not satisfied with their pre-eminence in the 250 class, Yamaha also took 1-2-3 wins at both races in the highly competitive 100cc class.

Although it is unlikely that Yamaha can duplicate last year's fantastic 8- of-the-first- 10 record at Daytona Beach, Florida, most experts agree that with the first 2 California races as a preview of things to come in '66, Yamaha is an odds-on favorite to win not only the Florida classic but all the other 250 road races on the national calendar as well.

Yamaha has become so successful in 250cc racing (the most competitive of all classes) that they appear to be disarmingly nonchalant. As one Yamaha executive is fond of putting it: "It ain't no big deal. We just continue to improve our 250s and to sign the best racing talent in the game."

This year the U. S. factory team reads like a "Who's Who" of racing. Ralph White, Gary Nixon, Buddy Parriott, and Private Tony Murphy whenever the U. S. Army can spare him. The machines too have been beefed up with an improved version of Yamaha's already superlative TD-1B to be used.

On the International scene Phil Read, Yamaha-mounted World Grand Prix Champion in 1964 and 1965 will again ride for Yamaha. But in '66 he will campaign on an all new 250cc V-4 factory works machine along with team-mates Bill Ivy and Mike Duff. Also in store for continental fans will be a new factory works Yamaha twin rotary valve 125cc machine.

And for those partial to flattrack racing, guess what the winningest brand is? Every year a new crop of great Novice class riders under Yamaha colors pile up point leads at America's best tracks. The oustanding example is Ascot Park in Gardena where Paul Conserriere and Eddie Hammond battled it out in 1964 on Yamahas. In 1965 it was Johnny Isaacs out in front, and it is a safe bet that again in 1966 a Yamaha-mounted rider will finish the season on top.

(ADVERTISEMENT)

OH WHAT FUN IT IS TO RIDE

DESERT SCRAMBLES

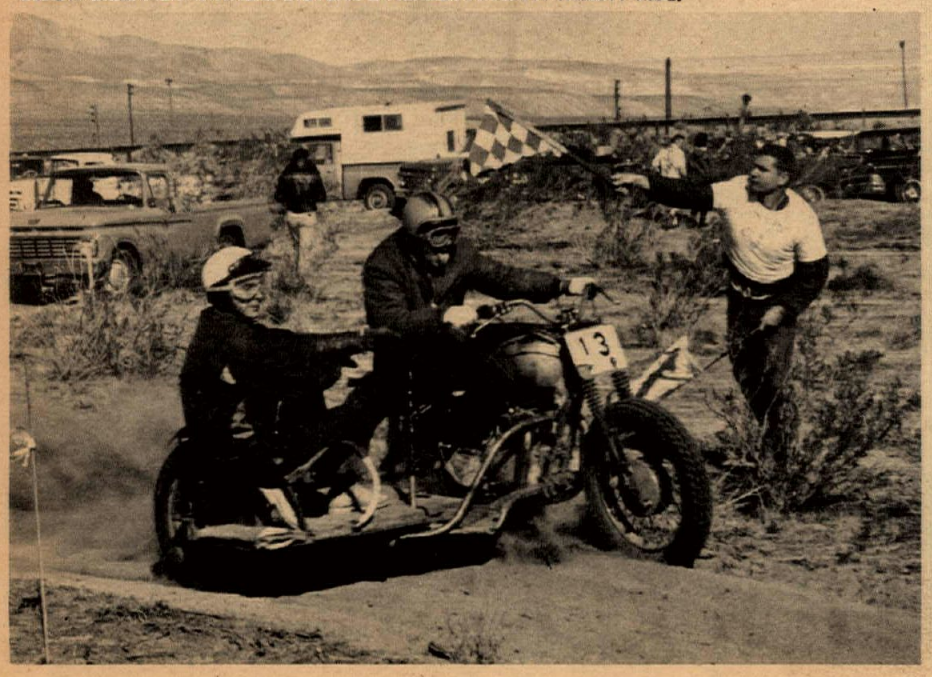
(*Continued from page 1*)

JACK MORGAN, 100cc WINNER ON BOTH COURSES.

LYNN A. COLE, 250 AMATEUR, PLACED FIRST IN GREYHOUND EVENT.

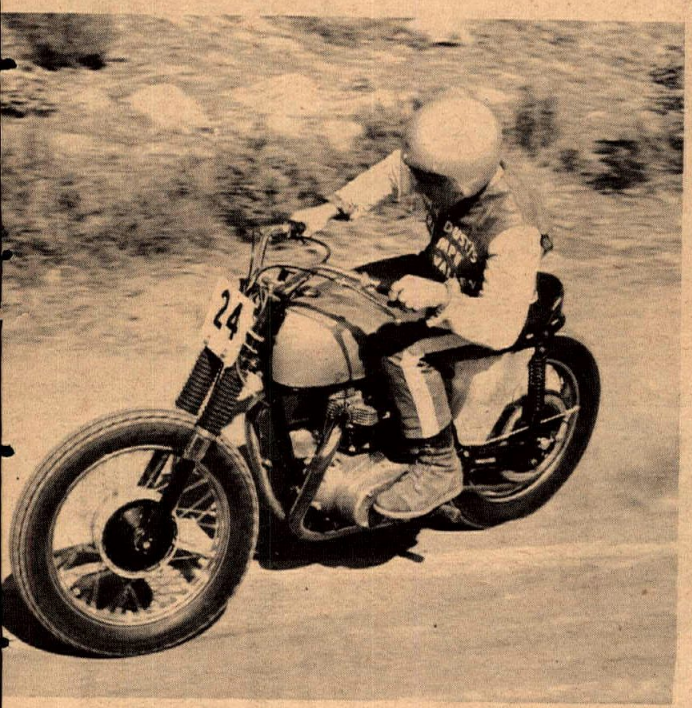
OPEN AMATEUR WINNER WAS PURSUED CLOSELY BY COMPETITORS.

BELOW SIDEHACK WINNERS STEVENS & NEHLOS FINISH A THIRSTY RIDE.



DON OGILVIE PACES #61 L. EARL.

DAVID HAM HAMMERED OUT FIRST PLACE IN 100cc EXPERT MOTO.



DUSTY COPPAGE ANNEXED THE ELSINORE TRACK AGAIN, AS HE DID BAY MARE COURSE LAST YEAR.

SINNERS ELSINORE TT SCRAMBLES

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THE FINISH LINE

By ROXY ROCKWOOD

Carlsbad Raceway owner Sandy Belond has made known his intentions to go all out for both sportsman and professional events to give pavement racers a reason for investing in top equipment and all that goes with it.

Checking with a few cycle dealers of various brands, they stated that right after the Carlsbad opener two weeks ago, sales in road racing equipment took a definite upswing.

Belond has already set dates for another A.M.A. sportsman event on Feb. 20th and will follow up with his first professional race on May 15th. In September he will bring national championship road racing back to California for the first time in many years.

Long courses and too many laps have long dampened interest by fans and riders alike. The short course and minimum laps run in the Carlsbad opener brought many favorable reports from those on hand.

TT TIME

Gene Romero and a flock of other first time experts take a shot at Eddie Mulder and Co. at Ascot Park on Feb. 6th. Gene turned in some fine rides late last season and should be ready to run with the experts in the curtain raiser.

Romero has once again reached an agreement with the Triumph people and will be Triumph mounted all the way in TT, half mile, and road race events.

Ascot is also bracing itself for the invasion of 100, 200 or ??? new and old novice riders. Last year's total far exceeded anything in the past and could reach new heights again this year.

The hue and cry about having to have a sportsman amateur or expert card to be a professional novice is reaching a high pitch that can be heard all the way back to Columbus, Ohio.

SHORT TRACK INTEREST SNOWBALLS

The guessing game as to what size lightweight to use for indoor short track continues. Most riders appear to favor machines from 80cc to 175 or 200cc's. The track will be short, fast and slippery.

Word has it that some of the Portland area riders will be down for a try. They have been riding indoor short track up that way for some time and have their machines set up right for the Feb. 5th go at Long Beach Auditorium.

CHALLENGE WAS ACCEPTED!

We had the pleasure of hearing from Herb Morris of Tucson, Arizona this week. He was quite cheerful despite the sudden and sharp reply to his recent challenge to California types.

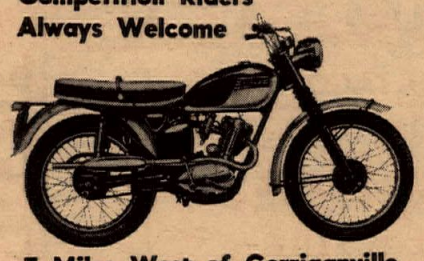
Seems a couple of Gopher characters called Jim Hunter and Dan Kelly had been reading the hairy challenges being heaved from the direction of Arizona, and decided to assess the opposition down thataway.

They can be forgiven if they would rather think of it as ex-opposition, for the California lads came home with the first and second scalps in the 500 Open Experts safely tucked into their belts.

Pity the invasion hadn't been larger in numbers, for Herb writes that there was some exciting racing on their much admired track. With seven hundred paying spectators on the day visiting riders can be sure of a good gallery for their efforts.

(*Results on page 12*)

Competition Riders Always Welcome



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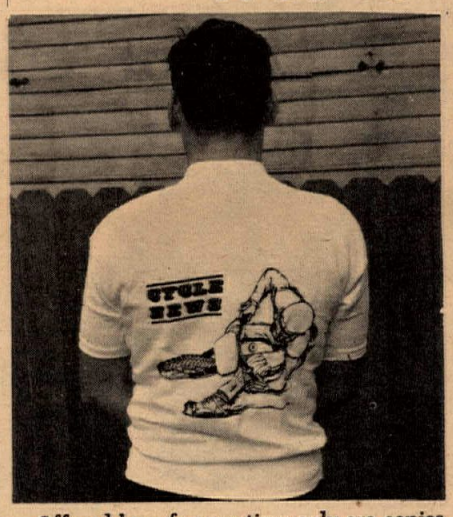

Offered here for one time only are copies of our merely great Cycle News shirts, worn by all our staff and correspondents.

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RADIO SPOT No. 4

Tom Hoover, the scriptman for this interesting series put out from K/MEN, San Bernardino, couldn't have chosen a finer quotation than the one below from the California banker who describes motorcycles as 'instant fun'.

INSTANT FUN

Not long ago a banker hung a rather interesting label on motorcycling. He said "I like to play golf, and bowl, and go fishing, but every one of them requires me to find the time to get organized and *go there* before I can start to enjoy myself. But not with my little motorcycle. I call it "instant fun" 'cause any time I have a couple of minutes I can step out to the garage, start it right up and take off for a ride around the neighborhood, out into the countryside, or even up in the hills."

And he's right. Motorcycling *is* instant fun. So quick and easy to start, so light and easy to handle that the ladies and youngsters are riding 'em too. Mothers, sons and daughters, teachers, nurses, secretaries . . . and of course, bankers. But you don't have to be a banker to afford one. Many cost less than $300. Low insurance rates too, about ¼ that of a car, even for those under 25. A few dollars a month, and a few pennies more for gas and you're ready for instant fun . . . On a motorcycle. Hard to ride? Not at all. Your nearby authorized dealer will be happy to teach you, free of charge, in about 10 minutes.

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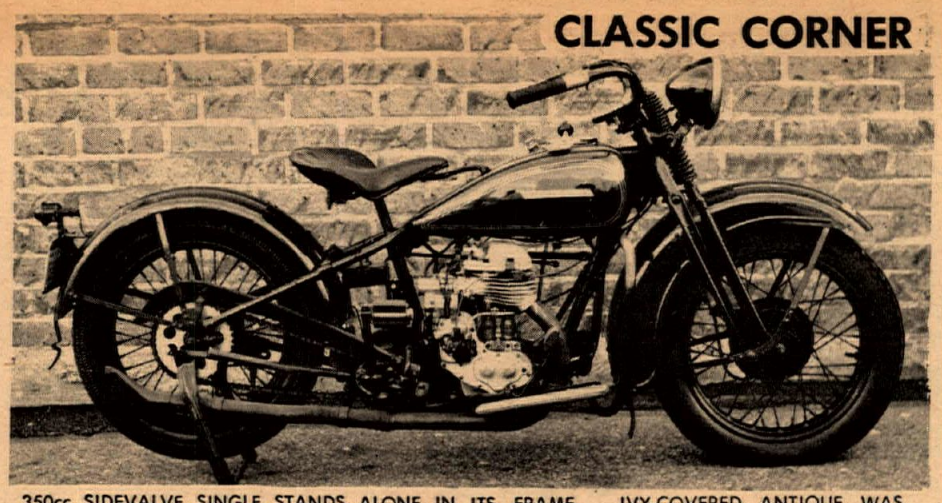
CLASSIC CORNER



350cc SIDEVALVE SINGLE STANDS ALONE IN ITS FRAME. IVY-COVERED ANTIQUE WAS BOUGHT FOR $10.

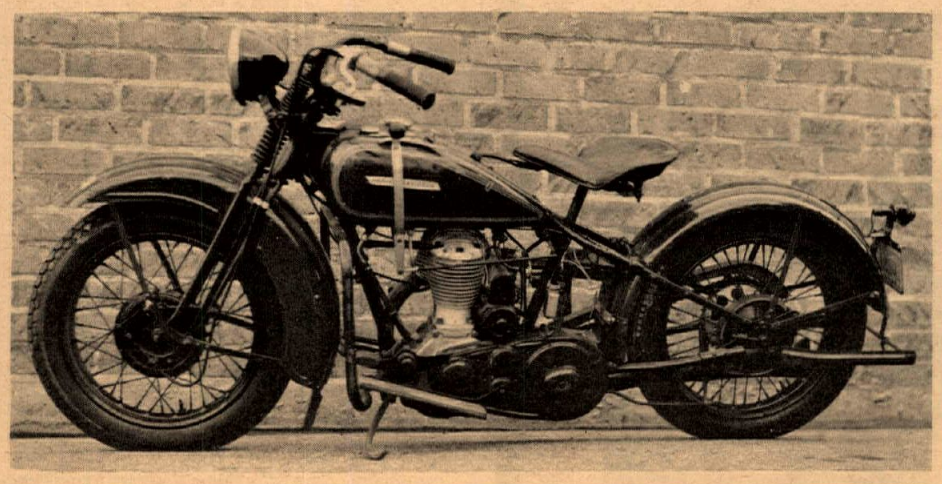
1929 HARLEY-DAVIDSON 350cc SINGLE

Several years ago two men hired to clean an overgrowth of ivy from a Los Angeles resident's yard discovered a rusty motorcycle covered by years of leafy growth.

Offering the ivy-covered relic to L. A. Harley-Davidson dealer Dick Hutching for $100, the finders accepted his counter offer of $10 and L.A.H-D Co. thus came into possession of the rare 1929 H-D single featured here.

"It was complete except for the switchbox," Hutching reports. Apparently the switch was the Achilles heel, for the rest of the machine was in fine condition. "It even had a lightweight Ford piston installed," Hutch recalls, "Which our mechanic Howard Haford says was the way to go in those days."

After refinishing, and fabricating a new switch panel, the single looks almost like the day it left the crate. Curiously, the front brake is a modern internal-expander while the rear is the old external-contractor type. It has been ridden on the Death Valley Tour recently and, they tell me, it's ready to run anytime they put a battery in it.—C.C.



NEWS FROM ALL AROUND

By Chuck Clayton and David Greenfield

WHAT'S IN A DRAG?

Large distributors of what used to be called "ether bicycles" are now engaging in secret campaigns to capture ¼-mile drag racing honors for their respected brands. What each doesn't know is that the other is up to the very same game. "Sponsorship" so far is limited to free technical advice and replacement parts . . . little enough for the pragmatic engineering knowledge they receive. —C.C.

PRIVILEGED CHARACTERS

Tim's Cafe on Century and Atlantic Blvds. has CYCLE NEWS on sale Wednesday night, soonest of all our many dealers. —C.C.

SHILLINGS OR BRASS?

Our recent controversy on the 'cash or trophies' problem is being echoed across the Atlantic. In the pages of MOTOR CYCLE NEWS (England) letters to their celebrated columnist Ralph Venables have been voluminous and emphatic. With very few exceptions the racing ranks over there have voted heavily in favor of trophies.

As one enthusiast wrote: "Cash is soon spent, but a trophy remains a constant reminder of a personal triumph, and pleasures of the past." —D.G.

YAMAHA TO FIELD WHITE, NIXON AND PARRIOTT

Two California racers, Ralph White and Buddy Parriott, and one from the East, Gary Nixon, will campaign as a team for Yamaha on this season's road race circuit. White, the team captain, made the transition from big bike to 250 beautifully. Nixon's ability on small bikes is also demonstrated. Parriott's performance on the TD1-B is expected to be excellent also, although he has yet to appear on a 250cc in national competition. Yamaha team manager will be service manager Leo Lake.

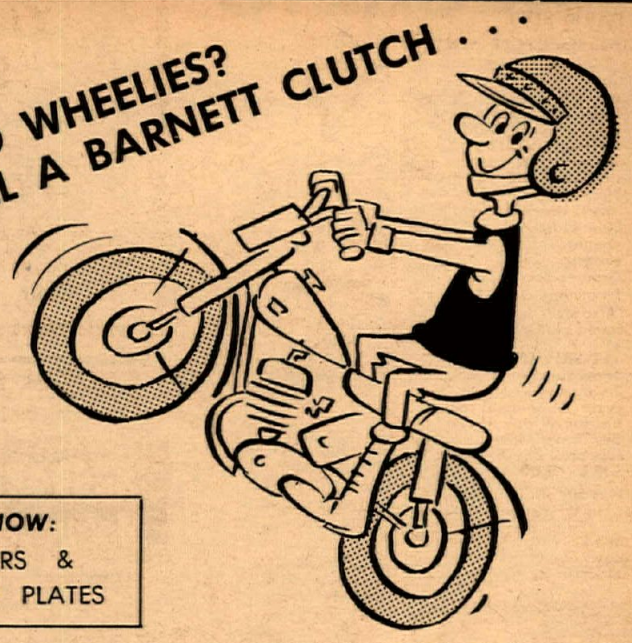
After the battles for the tuning-fork brand, all three will remount their big bangers for 500cc races, White on a Matchless for Bob Hansen, Nixon on the Baltimore Triumph and Buddy riding a Norton Twin. —C.C.

TOP SECRET

We aren't supposed to know, but American Honda in Gardena has a pair of 160cc production scramblers for testing. Based on the popular CB 160 road model, the ohc twins have single carburetors, no electric starters and are said to be *very* tasty in the looks department. —C.C.

TRAFFIC TECHNIQUE

In freezing or near-freezing climates, be leery of the shady side of curves. They can harbor road ice which is virtually indistinguishable from wet pavement, yet can quickly upset a leaned-over motorcycle.



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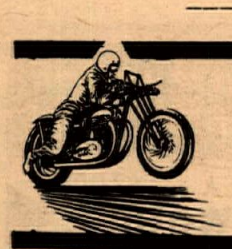

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RESULTS

SINNERS M/C TT SCRAMBLES
Sunday, Jan. 16, 1966
Elsinore Race Track

50 Am. Ex. Moto
1. Lloyd Daley Hon
2. Bob Peck Hon
3. Tony Mason Yam
4. Don Alford Hon
5. Kurt Lewis Hon

100 Am. Main
1. Keith Mashburn Hon
2. Phil Wood Yam
3. Al Guzman Gil
4. Paul Colerly Hon
5. Tom Sherman Hon

100 Ex. Moto
1. David Ham Hod
2. Lloyd Daley Hon
3. Keith Kruser Hon
4. Ted Judge Hon
5. Rick Hendricksen Hon

175 Am. Moto
1. Rollie Clark Bul
2. Steve White Mon
3. Melvin Myers Hon
4. Don Cook Bul
5. Bob Zitar Bul

175-200 Ex. Moto
1. DeWayne Jones Bul
2. Dave Smith Bul
3. Don Ehrhardt Bul
4. Gary Jones Bul
5. Alan Lewis Bul

200 Am. Moto
1. John Bradford Bul
2. Nick Verado Tri
3. Chuck White Bul
4. Chuck Jenkins Bul
5. Gary King Bul

250 Nov. Main
1. Jerry Hansen Bul
2. Steve Clalk H-D
3. Hoppy Hopkins Bul
4. Edward Enachs Mon
5. Jim Lomas Hon

250 Am. Moto
1. Sal Acosta Bul
2. Ken Sparkman Bul
3. Don Dobbins Yam
4. Robert Muzzy Bul
5. James Coates Cot

250 Ex. Main
1. Malcom Smith Gre
2. Lonny Walter Bul
3. Walt Smith Bul
4. Carl Patrick Bul
5. Steve Scott Bul

21 Am. Moto
1. Harold Holladay BSA
2. Ron Wood Hon
3. Robert Jencks Hon
4. Robert Effinger Jawa
5. Darryll Berg Mai

500 Am. Main
1. Harry Lewellyn BSA
2. Richard Vincent Velo
3. Vicks Nelli Tri
4. Gary Evans BSA
5. Bruce Jackson BSA

21" - 500 Ex. Main
1. Dan Kelly BSA
2. Chuck Minert BSA
3. Jim Hunter BSA
4. James Bassey BSA
5. Bruce Jackson BSA

Open Am. Main
1. Don Ogilvie BSA
2. Robert Castle Tri
3. Max Hinshaw BSA
4. George Bond Tri
5. Albin Dygert Tri

Open Ex. Main
1. Dusty Coppage Tri
2. Mike Konle Tri
3. Miller Harper BSA
4. Frank Harlan Tri
5. Don Jones BSA

500 Nov. Moto
1. Jan Bandringa BSA
2. John R. Smith Mat
3. Gary McElrath BSA
4. John Yerurdo Tri
5. Jim Wilson BSA

Open Nov.
1. Roger Schoenrock H-D
2. Pete Shepherd BSA
3. Curt Hempstead Tri
4. Don Allen Tri
5. Don Hobb Tri

TUCSON, ARIZONA
Jan. 9, 1966

50 - 100 Amateur
1. Reggie Smith Yam
2. Gary Herron Suz

50 - 100 Expert
1. John Finch Yam
2. Jim Nutter Yam

250 Novice
1. Jack Pilkington Hon
2. Rick Stewart Hon

250 Amateur
1. Chuck Janisse Hon
2. David Binns Mon
3. Gene Davis BSA

250 Expert
1. Mike Bradley Duc
2. Johnny Binder Duc
3. Bobby Beard Bul

500 - Open Amateur
1. John Brockett Tri
2. Rod Knagge Tri
3. Jerry Falk BSA

500 - Open Expert
1. Jim Hunter BSA
2. Dan Kelly BSA
3. John Sellers Tri

GREYHOUNDS EUROPEAN
DESERT SCRAMBLES
Sunday, Jan. 16, 1966

200 Novice
1. G. King Bul
2. J. Yrigoyen Bul
3. D. Megorden Bul
4. L. Krueger Bul
5. G. Blackford Hon

100 & Under
1. J. Morgan Hod
2. S. Hedgcoth ---
3. G. Smith Hod
4. J. Baker Hon
5. R. Paxton Hon
6. D. Hullett Hon

Sidehacks
1. J. Stevens
C. Nehlos ---
2. M. Glosh
M. Ovaldson H-D

Open Experts
1. M. Patrick Nor
2. D. Vick Tri
3. C. Gibson Tri
4. L. Peterson Tri
5. D. Fletcher Tri
6. M. Green Tri

500 Experts
1. R. Nelson Tri
2. J. Byers Mat

250 Expert
1. B. Belt Gre
2. G. Conrad Gre
3. M. Switzer Gre
4. G. Cole Gre
5. R. Thorwaldson Bul
6. S. Hurd Gre

250 Novice
1. C. Gates Dot
2. S. Cole Gre
3. J. Newly CZ
4. G. McLarty Bul
5. D. Kalpatrick Gre
6. D. Schneider Gre
7. J. House CZ
8. H. Gipe CZ
9. J. Jeffrey Gre
10. S. Ellsworth Hon

Open Amateur
1. A. McKnight Tri
2. B. Harris Tri
3. K. Flanner Tri
4. M. Benle Tri
5. G. Thomas Tri
6. O. Walker Tri

500 Amateur
1. F. Reva BSA
2. Doc Bryce Tri
3. P. De La Torre Mat
4. J. Vesley Tri
5. R. Bierman Mat
6. J. Coppage Tri

250 Amateur
1. L. Cole Gre
2. O. Angell Gre
3. R. Fry Bul
4. T. Robertson Gre
5. W. Sauro Gre
6. D. Benson Gre

200 Amateur
1. W. Blakeslee Mon
2. E. Fuller Mon
3. C. Gratz Vill
4. S. Gratz Vill

Novice
1. R. Randell Tri
2. J. Edwards Nor
3. T. Simpson Tri
4. B. Johnson Tri
5. B. Stewart Tri
6. C. Brewster Tri

21 Novice
1. B. Hunter Hon
2. E. Hice BSA
3. W. Seigford Tri

SPOKEBENDERS' M.C.
2ND ANNUAL EUROPEAN SCRAMBLES
JANUARY 16, 1966

1ST RACE HEAVY WEIGHT NOVICE 72 ENTRY

1.	John Edwards	Norton	Open
2.	Len Miller	AJS	500
3.	Jon Thomas	Triumph	Open
4.	Don L. Mitchell	Triumph	Open
5.	Bob Bittle	Matchless	500
6.	Tom McCardle	Triumph	500
7.	Dick Wright	Triumph	Open
8.	John Beach	Triumph	Open
9.	Don Dixon	Matchless	500
10.	Bill Hammer	Triumph	500
11.	Brian Prosser	Triumph	Open
12.	Richard Braden	Matchless	500
13.	Ron Weightman	Triumph	500
14.	Bob Hollman	Triumph	Open
15.	Doyle Fields	Triumph	Open
16.	Clinard Swafford	Grumph	500
17.	Chuck Brewster	Triumph	Open
18.	Mike Hinshaw	BSA	500
19.	Bruce M. Hunter	Honda	350
20.	Don Henry	CZ	500

2ND RACE HEAVY WEIGHT AMATEURS 31 ENTR.

1.	Tom R. Maxwell	Norton	Open
2.	Larry McClain	Triumph	Open
3.	Mike Burke	Triumph	Open
4.	Keefer Flanner	Triumph	Open
5.	Lyle Simpson	Triumph	Open
6.	Orville Walker	Triumph	Open
7.	Paul De La Torre	Matchless	500
8.	Doc Bryce	Triumph	500
9.	Ray Bierman	Matchless	500
10.	Fred Reva	BSA	500
11.	Bob Harris	Triumph	Open
12.	Bob Reddish	Triumph	Open
15.	Ralph Dahlquist	Honda	350

3RD RACE HEAVY WEIGHT EXPERTS 34 ENTR.

1.	Ron Nelson	Triumph	500
2.	Walt Axthelm	CZ	500
3.	Dusty Coppage	Triumph	Open
4.	Jack Byers	Triumph	Open
5.	Lon Peterson	Triumph	Open
6.	Gary Preston	Triumph	Open
7.	Bud Ekins	Triumph	Open
8.	Terry Jetton	Triumph	Open
9.	Reed Price	Triumph	Open
10.	Dick Fletcher	Triumph	Open
11.	Bob Ferro	Triumph	Open
12.	John Steen	Taco	500
13.	Bob McLaughlin	Triumph	Open
14.	Eddy Day	Triumph	Open

4TH RACE TRAIL BIKES 43 ENTRIES

1.	Jack Morgan	Hodaka	90 Nov.
2.	Guy Smith	Hodaka	90 Nov.
3.	Ron Matheny	Honda	100 Nov.
4.	Grant Brown	Zundapp	100 Ex.
5.	Stephen Hedgcoth	S-90	90 Nov.
6.	Kenneth W. Kane	Hodaka	90 Ex.
7.	Lee Mickelson	Hodaka	90 Nov.
8.	Harold R. Walden	Honda	90 Ex.
9.	Bobby Steffan	Hodaka	90 Nov.
10.	Jean P. Montgomery	Hodaka	90 Nov.
11.	John Hateley	Yamaha	80 Nov.
12.	Ronald G. Bruce	Hodaka	90 Nov.
13.	Ron Bishop	Hodaka	90 Nov.
14.	Ron Hardesty	Yamaha	80 Nov.
15.	Robert Waters	Yamaha	80 Nov.
16.	Allen L. James	Hercules	50 Am.
17.	Don Hellett	Honda	90 Nov.
18.	Gary Bevans	Yamaha	100 Nov.
19.	Terri Lyn Bryce	Honda	90 Nov.
20.	Jack Johnson	Honda	90 Nov.
21.	Raymond Loewer	Hodaka	90 Nov.
22.	Rose Martino	Hodaka	90 Ex.
23.	Larry Southern	Hodaka	90 Nov.
24.	Robert E. Paxon	Honda	90 Ex.
25.	Jan Ditson	Yamaha	80 Ex.
26.	Roudolf Jureack	Yamaha	80 Am.
27.	Lee Lehman	Yamaha	100 Ex.
28.	Bill Thompson	Suzuki	100 Am.
29.	Dennis Bevans	Yamaha	100 Nov.

5TH RACE LIGHT WEIGHT NOVICE 62 ENTR.

1.	Charles O. Gates	Dot	250
2.	Bill Johnson	Bultoco	250
3.	Steu Cole	Greeves	250
4.	Garry DeWitt	Greeves	250
5.	Stanley Phillips	Greeves	250
6.	Everett Creach	Montessa	250
7.	Christopher Adams	Bultaco	250
8.	Chris Hartman	Montessa	250
9.	Layman Gattis	Bultaco	250
10.	Jim House	CZ	250
11.	Steve Howland	Greeves	250
12.	G. P. Clark	Bultaco	250
13.	John W. Freeman	Greeves	250
14.	Ted Peterson	Cotton	250
15.	Mickey Munoz	Honda	250
16.	David Chandlers	Greeves	250
17.	A. J. Castinza	Montessa	250
18.	Dennis Bartlett	Bultaco	250
19.	Don Summers	Greeves	250
20.	Allan Wilcome	Honda	250
21.	Homer C. Waters	Greeves	250
22.	Bill Johnson	Greeves	250
23.	Fred Trueman	Ducati	250
24.	Ed Fuller	Montessa	250
25.	George Newell	Bultaco	250
26.	William Regan	Villiers	250
27.	Eldon R. Douglas	CZ	250
28.	Darrell Kilpatrick	Greeves	250
29.	Stephen Douglas	Jawa	250
30.	Del Pettingill	Greeves	250
31.	Edward McIntype	Montessa	175
32.	Clyde Howdy	Greeves	250
33.	Jim Schmid	Bultaco	250
34.	Don Henry	Bultaco	250
35.	R. G. Fish	Greeves	250
36.	Allison Vanderpool	CZ	250
37.	Paul G. Le Beau	Greeves	250
38.	Ray N. Bailey	Cotton	250
39.	Gary R. Thompson	Triumph	200
40.	Murray Brookshear	Honda	250
41.	Robert Griffin	Harley-Dav.	250
42.	Melvin Shapiro	Jawa	250
43.	Leonard Smith	Greeves	250
44.	Gerald Blackford	Honda	175
45.	Alan Sanborn	Parilla	250

6TH RACE LIGHT WEIGHT AM & EX 25 ENTRIES

1.	Phillips Bowers	CZ	250 Ex.
2.	Walt Axthelm	CZ	250 Ex.
3.	W. L. Harry	CZ	250 Am.
4.	Lynn A. Cole	Greeves	250 Am.
5.	Oliver Angell	Greeves	250 Am.
6.	Ronald Fry	Bultaco	250 Am.
7.	Orie A. Cole	Bultaco	250 Am.
8.	Steve Hard	Greeves	250 Ex.
9.	Tony Robertson	Greeves	250 Am.
10.	Ray McCarty	Bultaco	250 Ex.
11.	Jon Nicholson	Greeves	250 Ex.
12.	Bill Friant	Montessa	250 Ex.
13.	Lee Stumpenhaus	Greeves	250 Ex.
14.	Gary Robyn	Greeves	250 Am.
15.	Noel Cobbs	Bultaco	250 Am.
16.	Paul N. Rodden	CZ	250 Am.
17.	R. Muliner	Bultaco	200 Am.
18.	Gary Cole	Greeves	250 Ex.
19.	Bob Gaian	James	200 Am.

RACES STARTED AT 8:30 A.M.

TEMPERATURE IN LOW 40'S.

WIND - 40 TO 60 KNOTS

PARTLY CLOUDY

TOTAL RIDERS - 267.

LIONS DRAG STRIP
Sunday, Jan. 16, 1966

STREET

Make	Class		E.T.	MPH
Tri	B	Mark Tierney	14.61	87.20
BMW	C	Gerald Burnaugh	16.24	82.49
Hon	D	Mike Murata	15.66	79.57
Hon	E	Brick Price	16.50	76.85
GAS				
H-D	A	Mel Disharoon	13.03	108.69
Tri	B	John Saver	14.07	98.90
Yam	D	Ron Knapp	13.40	98.09
Bul	E	Steve Androff	15.96	77.38

FONTANA DRAG STRIP
Sunday, Jan. 16, 1966

STREET

Tri	A	Don McEvoy	11.10	135.00
Tri	A	Don McEvoy	11.42	122.00
Nor	B	Gene Gardnet	13.70	93.65
Hon	D	Randall Baselt	15.21	84.03
Suz	E	Steve Rowles	-----	------
---	F	Jon Tesmal	-----	------
GAS				
Hon	F	Randall Martin	16.59	73.64
FUEL				
H-D	A	Howard Allen	11.22	128.58

Richmond Ramblers Scrambles
Richmond, Calif. Jan. 9, 1966

500 Amatuer Main
1. D. Brumbelow BSA
2. J. Parsons Tri
3. J. Snodgrass Tri
4. T. Anderson BSA

650 Novice Main
1. G. Spellman Tri
2. T. Leauson BSA
3. M. Spraquel Tri
4. W. Grossl BSA

500 Novice Main
1. R. Powell BSA
2. F. Sherril BSA
3. S. McCantz BSA

500 Expert Moto-Cross
1. R. Huff BSA
2. L. Davidson Tri
3. B. Farnsworth Tri

250 Expert Moto-Cross
1. F. Diaz Bul
2. J. Moss Bul

200-250 Am-Ex Main
1. J. Odom Bul
2. N. Topalar Bul
3. R. Achterberg Gre

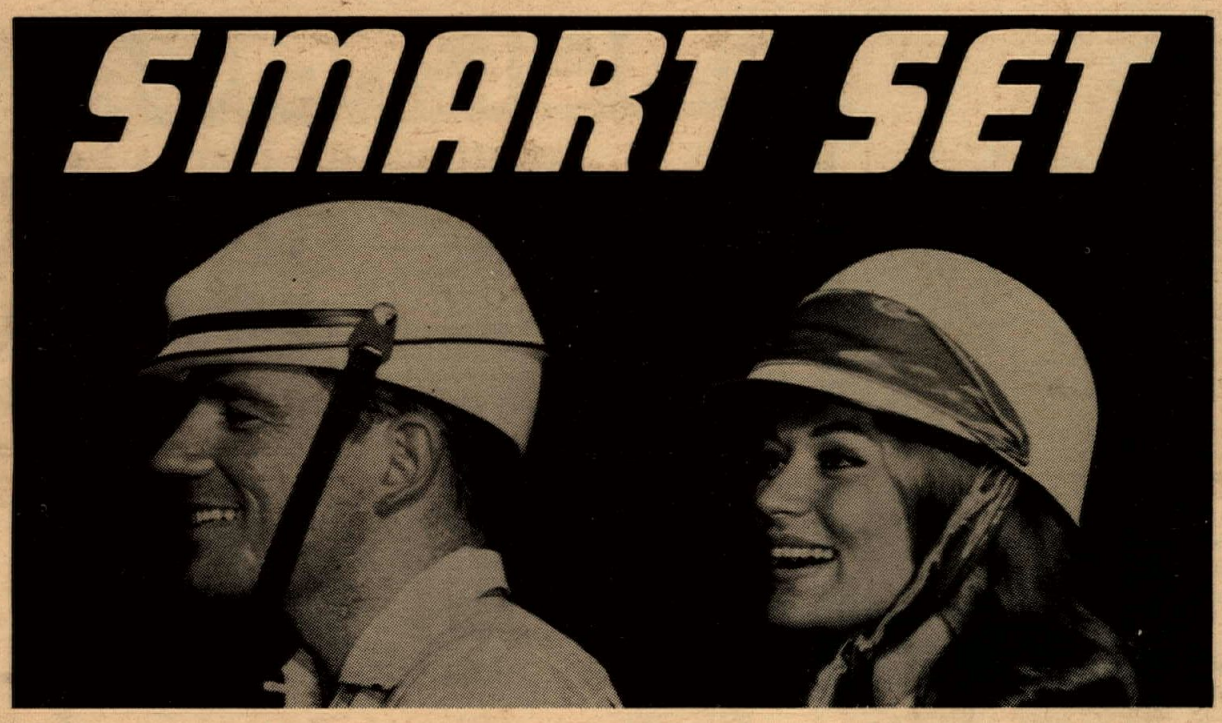
250 Novice Main
1. D. Davies Bul
2. J. Saitone Gre
3. R. Roberts Cot

125-200 Novice Main
1. B. Brown Bul
2. V. Tranberg Hon

90 Am-Ex Main
1. M. Breisford Suz

90 Novice Main
1. E. Cullom Jr. Hod

50 Novice Main
1. G. Welch Toh



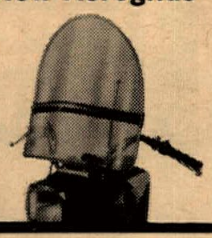
Whenever you're on the move, cycling can be more fun and safer with Buco.

New ideas are put to work . . . but see for yourself. Buco cycle accessories and head protection products are on display at your favorite dealer.

Buco Sportsman

Smart looking Buvac White with Gold Racing Stripe. Exclusive adjustable sizing for comfort.

New Aeroglide



Handsome "Wedge-shape." Designed for minimum wind resistance and protection from the elements.

Sport Glass

Contour shape with important shatter-proof lens available in clear, green and yellow.

Helmet Hat

Stylish protective hats in 4 styles and colors . . . Safety for those on the move.

Buco PROTECTION THRU RESEARCH PRODUCTS

"HEAD PROTECTION • CYCLE ACCESSORIES"

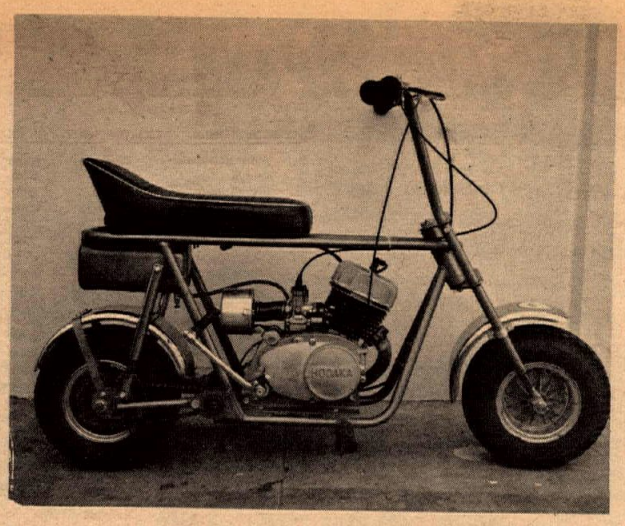
"WRITE FOR FREE 1966 BUCO CATALOGUE, INCLUDE 10¢ FOR 26-PAGE SAFETY HELMET RESEARCH REPORT".

"BUCO PRODUCTS • BOX 1065 NORTHLAND CENTER STATION, SOUTHFIELD, MICHIGAN 48076"

A DIVISION OF AMERICAN SAFETY EQUIPMENT CORPORATION OF MICHIGAN

1966 TWO-WHEEL TRYOUT

THIS DEPARTMENT WILL DEMONSTRATE FEATURES OF NEW MODELS. WE'LL TRYOUT THE LATEST IN MOTORCYCLING TO KEEP OUR READERS UP TO DATE WITH PRESENT DESIGNS IDEAS & IMPROVEMENTS.



HODAKA IN DART FRAME MAKES POWER NO PROBLEM. ONLY PROBLEM IS MAKING PEOPLE GIVE IT BACK SO WE CAN PLAY WITH IT.

HORSTMANN-HODAKA 90cc 4-speed Minibike

Of all the mini-bikes currently on the market, the Dart made by Rupp Engineering has the most sanitary frame. Grown-up features like swinging arm and telescopic suspension set it apart from most of its breed. Normally it carries nothing stronger than a Briggs & Stratton with an automatic clutch. But lately someone at Horstmann Engineering in Glendale, Western distributor for the Dart, teamed the lightweight frame with a sudsy Hodaka 4-speed engine gearbox combination and is confidently taking dealer orders for the deceptively overpowered scooter that is the subject of this report.

COMMENTS

If you want to do wheelies without a Barnett clutch, this is it! First gear is just a formality. With this power-to-weight ratio you can forget it. Pop the clutch in second gear and where's your scooter? It *was* right there under you.

Try the brake, it's good. Third gear, oops! down boy. Fourth gear takes us over 30mph—too twichy at that speed. Handling is best in the 0-20mph range. Bags of power for wheelies, slides, hillclimbs, whatever. The pegs fold back so nothing can ground until the handlebars. The Hodaka will run in any position, even upside down.

Front wheel steers very quick, gets lost in eight-inch ruts. If you can't wheelie over the potholes, best carry it over or it will surely toss you on your knob.

CONCLUSIONS

For instant fun at undisclosed price, Horstmann has it in the Mini-Tiger. Workmanship is commendable. No faults with reliability in our 5-day tryout. Useful as a toy or for short hops. Can be carried in car trunk; doesn't spill gas.

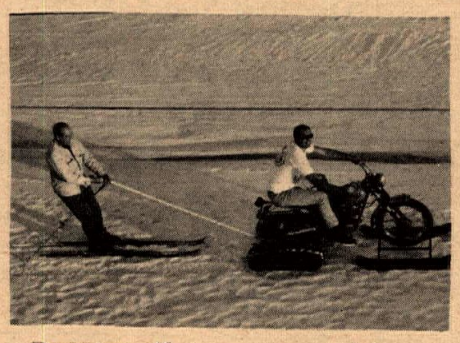
Recommendations: 12-inch wheels would extend its usefulness and probably would also aid directional stability. Stunt-riders should have one to enliven their acts. For more mundane uses, we recommend the low-powered Briggs & Stratton model.

OH WHAT FUN IT IS TO RIDE JOHNSON MOTORS SNO-GO

Weep no more, winter sports lovers. Now you can take your cycle into the snow and find a whole new world of fun out beyond where the traction ends.

Having wheedled and cajoled good old Johnson Motors into letting us try their new product, a half-track motorcycle attachment called the Sno-Go, we hauled their 200cc Triumph Cub with the $325 Sno-Go attached, up to Big Bear to try it in its element.

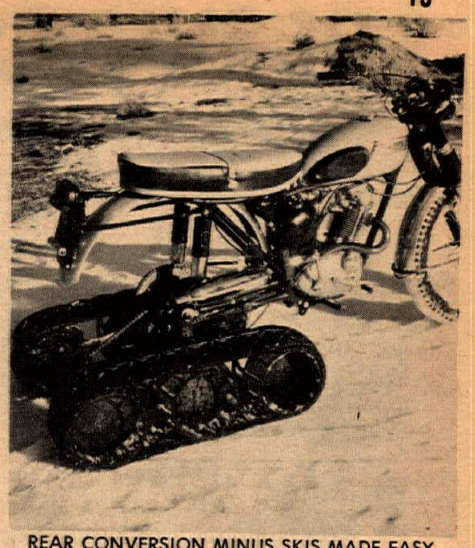
Several feet of melting snow had drastically curtailed mountain motorcycling for the season for everyone else, while we were happily looking for rougher places to ride the funny thing through. Steering the contraption is like driving a side car. The bars have to be *turned* (very good exercise); leaning just won't steer it. The vehicle feels very top-heavy, yet is difficult to upset and gives plenty of warning before the limit.



Dropping off a snowy mountain, we found ourselves at Rebel Ridge, one of Big Bear's fine ski slopes. Coming out to greet us was Sepp Benedikter, new proprietor of Rebel Ridge, who was intrigued, like everyone else, by the Sno-Go. Sepp is the official in charge of issuing California ski instructors licenses and used to race BMW's on the ice in the old country. He volunteered to be towed up the bunny slope by CYCLE NEWS's intrepid Ad Manager, while your acrophobic Editor dangled from the chair lift (see photo).

Our test uncovered a few limitations to the invention. It was possible to bury the treads in powder snow until the axles prevented forward motion. Then we wished in vain for a reverse gear. There is also considerable power loss from the Sno-Go's chain, which winds through a set of reduction sprockets to drive the front and rear tread pulleys. The unit's disc brake, connected to the right handlebar lever didn't work very well, but with all the Sno-Go's rolling drag, the brake wasn't really needed.

We think Johnson Motors has found a dandy product to distribute in conjunction with its Triumphs. The Sno-Go fits many popular motorcycles, including small Hondas. Even where it snows half the year, motorcycling is now a year around sport.



REAR CONVERSION MINUS SKIS MADE EASY TRANSITION FROM SNOW TO DIRT.

SLIDING SNO-GO ON ICY POND WAS GIL BROWN'S JOY.

SUNDAY, JAN. 16, 1966
SPOKEBENDERS - GREYHOUNDS
EUROPEAN HARE SCRAMBLES

1 ST OPEN EXPERT - MIKE PATRICK - NORTON 750
OPEN AMATEUR - TOM MAXWELL - NORTON
OPEN NOVICE - JOHN EDWARDS - NORTON

WHAP!

IN '66

Backed by America's No. 1 Independent Distributor

BERLINER MOTOR CORPORATION

RAILROAD STREET AND PLANT ROAD
HASBROUCK HEIGHTS, NEW JERSEY

Norton

PHOTO — TOM MAXWELL IN ACTION

Dealer & Services Directory

RATES: $25. per year (50 issues) for any single business listing.

Take your business where it is appreciated and wanted. For the finest new and used motorcycles, scooters, funbikes, parts, repairs, services and custom work, patronize the local businesses listed here.

CENTRAL

BIG CITY SALES 714 W. Florence, Los Angeles 752-6723. New & Used M/Cs. Complete machine shop. Small & large cylinder boring. M/C Parts & Accessories.

TEX & BEA BRYANT'S 1535 W. Manchester, Los Angeles 47. Hours 9-6 Tues. thru Sat. "Wheel lacing our specialty." Matchless Yamaha.

HARLEY-DAVIDSON IN LOS ANGELES (Rich Budelier Co.) 2531 S. Main Street, L.A. RI 9-6235. "Largest H-D service and parts headquarters in U.S.A." Call for pickup or delivery service.

C-B MOTORS— Bultaco sales. We service all makes. Villiers spares. Trail, street or sports, we fill the bill. Charlie Hockie & Bill Thorwaldson. 1149 W. El Segundo Blvd., Gardena. (213) 756-1669.

WESTERN

JACK BALDWIN MOTORCYCLE SALES "We stock the Parts and service what we Sell." 2705 Pico Blvd., Santa Monica. Phone EX 4-7365. Matchless, Hodaka, BSA, Duc. Greeves, Royal Enfield, Nort.

LAWNDALE CYCLE—YAMAHA, BSA, VELOCETTE, DUCATI. "Best dealer in town! Speedy 1-day service is our standard. 15324 Hawthorne Blvd., Lawndale, Calif. SP 2-1822 or OS 6-9546.

MISSION HILLS MOTORCYCLE SALES & SERVICE — 8730 Sepulveda. BSA & Ducati. "We stock the spare parts for what we sell.' See our new store. 785-4289

NORTHEASTERN

HONDA OF GLENDALE, "Where you meet the nicest people". Large stock of parts. Finest mechanics and courteous personnel. Sure would like to meet you at 905 E. Colorado St. in Glendale, just across from Bob's Big Boy. Phone: 246-2461.

MASON MOTORS, TRIUMPH-YAMAHA. Complete Insurance program for all makes and models. Complete sales-parts-service. Open 9-6, Tues, Wed., Thurs., and Sat—9-9 Fri., 3360 E. Colorado Blvd., Pasadena, (213) 795-0267.

MILNE BROS. INC.— 1941 E. Colorado St., Pasadena. Specialists in accessories for BMW - Yamaha - BSA - Puch. Parts for all makes. Distributor for Beck accessories and importer of Puch motorcycles. 793-5153.

S. E. CHUBBUCK H-D SALES Home of the Road Riders. "We Specialize in Personalized Service". 1361 E. Walnut St. Pasadena (213) SY 2-1300.

SPORTS LIFE (Roehr Bros.) 341 N. Glenoaks Blvd., Burbank. 842-4847 or 849-4921. U.S. Distributor for Van Tech motorcycles. Ducati, Norton, Matchless, Hodaka, Royal Enfield, James, Vel., Yamaha, OSSA, Montesa. Open 7 days a week 9-9.

SPORTS MOTOR SALES 420 South Brand Blvd., Glendale. 243-1704. S.I.S. Motorcycles—wholesale—retail—riding and racing accessories.

TELL THEM YOU SAW IT IN CYCLE NEWS

EASTERN

A. J. LEWIS 400 S. Atlantic Blvd., East Los Angeles. 264-0544. Complete machine shop. "If you want it special, we make it special." Triumph and Yamaha.

BELLFLOWER MOTORCYCLE SHOP INC. 9135 E. Compton Blvd. (2 blocks East of Lakewood), Bellflower. 925-5093. "We emphasize service." Triumph Yamaha Rabbit.

CITY CYCLE CENTER 8421-23 Rosemead Blvd., Pico-Rivera, phone 861-4139. Triumph and Yamaha sales and super service. Skip Clark, proprietor.

JOHNNY GIBSON MOTORCYCLES INC. 901 W. Whittier Blvd., La Habra, phone 691-2661. Competent sales and parts. Service for all makes. Triumph, Yamaha, Bultaco.

LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714/879-8252 or 213/691-3104. "Service is our middle name." BSA, Honda, BMW.

MACKLIN'S MOTORCYCLE SERVICE 11675 E. Firestone, Norwalk. 864-7468. Hodaka sales and service.

NORTHWESTERN

BUD EKINS MOTORCYCLES in Sherman Oaks. 14460 Ventura Blvd., telephone 872-2110. "Buy from Bud." Triumph & Honda.

INTERNATIONAL MOTORCYCLE COMPANY, 7233 Canoga Ave., Canoga Park. Phone 346-3700, open 7 days a week. 1000's of used Yamaha parts. Cylinder reboring. Yamaha, Hodaka.

SOUTHERN

ARTESIA CYCLE CENTER Yamaha, Hodaka Sales—Service all makes, speed tuning, 19210 S. Pioneer Blvd., Artesia (213) 865-1152.

JAMES DISTRIBUTOR BN Supply, Box 651, La Mesa, Calif. Villiers parts, Custom made parts & acces. Exclusive James dealerships open now.

LONG BEACH TRIUMPH SALES 624 W. Pacific Coast Highway, Long Beach. 436-0158. "Best service available, specializing in tune-ups." Triumph Yamaha Ducati.

SOUTH BAY HONDA 1212 S. Pacific Coast Hwy., Redondo Beach. SELF-SERVICE PARTS DEPARTMENT, bank financing. Open 9 to 9 six days a week. Phone 378-9257.

ORANGE

BUENA PARK YAMAHA 6871 Beach Blvd., in Buena Park, naturally. 522-8036. "We service what we sell." Yamaha, Hodaka, Ossa. Complete welding and repair shop. Speed tuning.

ROBERT M. LAW M/C SALES & SERVICE 239 N. Anaheim Blvd. (formerly Los Angeles St.) Anaheim. (714) 533-1309. "We specialize in after-sales service." Triumph, Yamaha, Greeves.

ROY'S MOTORCYCLE SHOP 12461 Wesminster, Santa Ana, "Orange County's oldest established Honda dealer." Honda, Triumph, Montesa. Telephone 714) 531-0742.

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BARNES CYCLE SERVICE—HODAKA. We service all makes of motorcycles. 1535 La Cadena Dr., Riverside. (714)-684-8830.

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HARRISON RENO—Bank financing, low-cost insurance. HONDA, BMW, LAMBRETTA sales and service, parts & accessories. 208 E. Base Line, San Bernardino, TU-9-0504.

SAN DIEGO

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HERB LITCH 5105 Atlantic Blvd., Long Beach. GA 3-1433. Complete machining facilities. Boring, sleeving, valve & seat grinding. Valve seats and parts made to order.

MOTORCYCLE SERVICE CENTER, BULTACO-HODAKA. We Service ALL motorcycles. Complete machine shop for custom work. 220 E. Huntington Dr. Monrovia. Open 6 days, 8-6. (213) 357-2274.

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ATTENTION DEALERS AND SERVICE TRADESMEN:

SUBJECT: DEALER & SERVICES DIRECTORY RATE INCREASE

Beginning with the issue of Feb. 3, 1966, rates for single business listings in the CYCLE NEWS Dealer & Services Directory will change to $1. per week, or $50. per year.

This new rate will NOT apply to businesses presently listed or to listings ordered before Feb. 3, for the length of their contracts.

Businesses wishing to place their listings in the D&SD before the higher rates go into effect may do so by writing or phoning CYCLE NEWS before Feb. 3.

Sincerely,
—The Management

RIDERS 1966 PLANS

JIM HUNTER

Holding the #3 plate this year, perennial scramblers rider Jim Hunter is planning an all-out attack on getting #1 plate back again after being plagued with mechanical difficulties in 1965. This means Jim will not be riding Ascot professional T.T. events.

He is hoping for one of the new "Victors", the new 440cc BSA that has made quite a reputation for itself in England. But until that arrives he'll continue to ride Ed Fulbright's Gold Star. Riding a twin was fun Jim admits, but he does best on the big singles. As for tuning his racers, he does his own unless it involves intricate machining, then he goes to a specialist.

Jim reports the new Tucson track is "neat" and plans to ride there again. Last time there he won the 500-Open Expert Class, and says he'd like to see Dist. 37 encourage riders to make the trip and compete there.

Biggest plans for 1966 will be Jim's marriage to his charming Ginny which will take place "as soon as possible."

DON VESCO

Don will be sticking to his favorite activity through the year — road racing on his Yamaha TD-1B. Carlsbad will be seeing a good deal of this popular figure. In fact, he reckons that this track was the finest thing that ever happened for the sport in the San Diego area, and he and his fellow enthusiasts down that way intend pulling out all the stops to make it even better.

Daytona, too, is on his schedule, and shh! . . . there seems to be something brewing where European events are concerned. He was very cagey on the details, but no doubt Hailwood, Read, Redman and company will find out soon enough over there!

When asked for criticism or suggestions about the administration side of the game he refused to be drawn out. "I'm one of those guys so busy enjoying my riding I just leave the headaches to others!" he said.

EARL ROESELER

With a successful 1965 behind him, including firsts in the Tiny Bear, H.S. State Championship, Turkey Run, National Hare and Hounds, and the Jackrabbits H.S., here's one rider who can hardly wait to get revving into a jampacked '66 season.

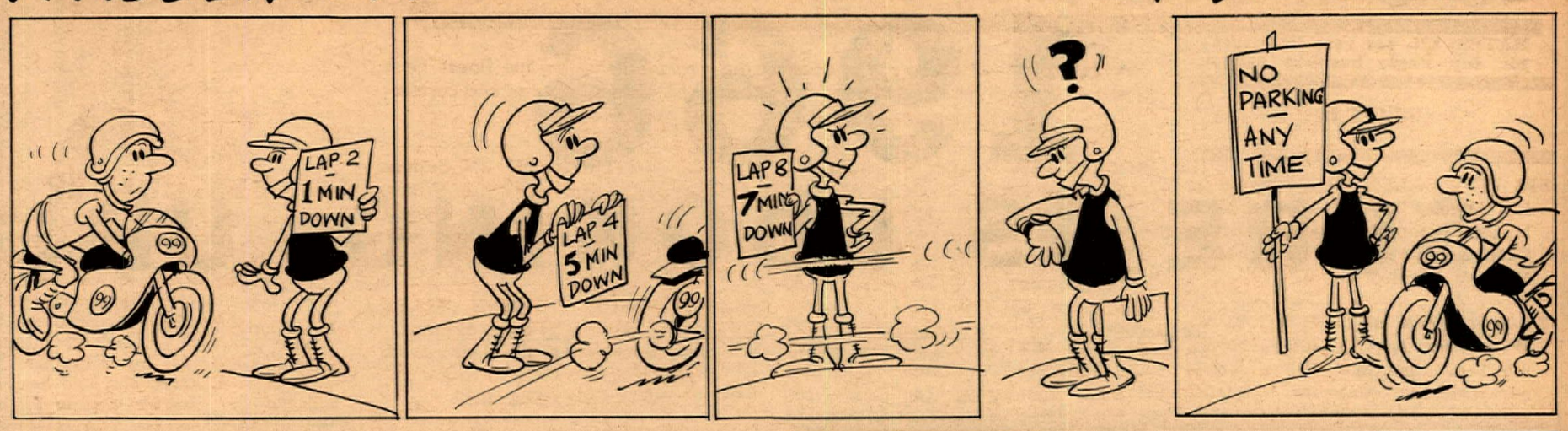
Only twenty-nine years old, Earl can look back over fourteen years of riding. He had his first taste of competition riding only two weeks after starting to ride a two-wheeler, and since then he has tried it all—from TT to street riding. In fact, when he is not busy earning his living at the operational end of a bulk cement truck he is busy with what he lists as his hobbies: Motorcycling!

Earl is happily married with two children, an attractive seven-year-old two-wheeler of the future, and a young 'bomber' of eight who has been riding a mini-bike since he was five.

TRAFFIC TECHNIQUE

Place your toes and fingers on the brakes when approaching an intersection or any object likely to hide a moving obstacle. This can shorten your stopping time considerably in case something leaps into your path.

WHEELIE . . . by DAVID GEE



WANT ADS

Our Want Ads are open to anyone — Private parties, dealers, manufacturers, organizations, etc. CYCLE NEWS reserves the right to refund payment and reject ads which we find objectionable.
To insert a Want Ad in this newspaper, simply write in 25 words or so what you want your ad to say, and mail it with $2 to:

Want Ads received by Monday will appear in that Thursday's edition.

WANT ADS,
Box 498,
Long Beach, California

CLEARANCE SALE

Big year end discounts. Sale on all 1965 models. Buy now and save.

Yamaha - Ducati

Get them while they last. We're moving them out.

Long Beach Triumph 624 W. Pacific C. H.
Long Beach, Calif 432-4871

1965 SUPER HAWK . Exlnt.Cond. low milage - private party - belongs to service mgr. of Honda Shop $600.00 (213) 699-8210

1958 BSA GOLD STAR. 1962 engine. 500cc single, Catalina model. 15 miles on new piston & rings. Many extras including transmission. $350.00 345-7657 (San Fernando Valley)

BRUSH FOR HIRE - Oil paintings made from your action photographs. Get one now while my prices are low! Custom framing - best workmanship. Write: Carl Bartlett, 650 N. Topanga Cyn Blvd. Box 115, Topanga, Calif.

BSA G.S. FLAT TRACKER $700.00. Contact Marv Perz at 869-8825 after 6pm

FOR SALE 1963 BSA A-65 TT RACER. All new valves and S&W springs, 10:1 pistons, 1-3/16" monoblocks w/air cleaners. Special Joe Hunt magneto. Barnett Alloy clutch. Needle rollers on trans mainshaft. Fibreglass gas tank and Pirelli tires. Extra parts include, megaphone exhaust system, std. ignition, clutch, etc. Clean and sharp. $725. Call Chuck Minert at 944-4605 (Whittier)

THINKING OF BEING A DEALER? I have an established, equipped dealership with top national line of motorcycles. Good weather in this Southern city. Reply Box# A, Cycle News, Box 498, Long Beach, Calif.

FOR SALE: '64 BULTACO SHERPA Scrambler 200cc. extra clean and fast $550.00. Ask for Hayward 864-3313

FOR SALE: 1964 HONDA SCRAMBLER. Asking $495. Like new - low miles - never raced - Call and make offer. Phone (eves only) 438-1592 (Long Beach)

NEED A SECOND CAR FOR THE WIFE? make offer on this '55 Ford 4-door, blue, Xlnt cond. but needs a battery. Phone 591-2088, 9am to 5pm or (714) 534-0360 after 6pm

CYCLE NEWS wants FEATURE GIRLS. If you ride daily, race or take an interest in the motorcycle industry, we would like to interview you. Call 591-2088 - its very painless, in fact its fun and pleasant.

EXTRAS FOR 250 BSA FLAT TRACKER. Alloy wheels, tach with side cover, rigid frame section, seat, tires, sprocket and 19" steel wheel (front). Call 581-5023 after 6pm

NOW NOW

GOING AT DEALER'S COST
SALE.....SALE.....SALE
New '65 Montesas
MUST BE SOLD NOW!
4 175 cc Enduros
4 175 cc Impala Sports
1 250 cc Diablo
HURRY, HURRY, HURRY,
TO.....
BURT'S CITY CYCLE
1768 Newport Blvd.
Costa Mesa
Or Call
(714) MI 6-7423

NOW NOW

WRITE AD HERE — ENCLOSE CURRENCY

Headline in **BOLD TYPE** $1 extra.
picture $3 extra

$2

Name.....

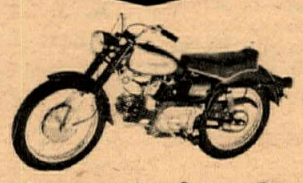
Address.....

City..... State.....

WANT ADS, Box 498,
Long Beach, Calif.

HARLEY-DAVIDSON

WORLD'S FASTEST 250



HARLEY-DAVIDSON FOR 1966

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